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THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same. POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year*.

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.



Vol. 46.

MARCH, 1874.

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ORIGIN OF SEAMEN'S HYMNS.

The principal seaman's hymn of the early church was that of St. Anatolius. It has lately been introduced into modern psalmody, being one of the happiest translations of Dr. Mason Neale. Dr. Neale has not only clearly given the sense of the original, but has preserved the part of the Nicene creed—the "God of God," "Light of Light," and "Truth of Truth"—which it repeats. Its inspiration may have been drawn from the storm that beset the church, or from the tempests that darkened the Ionian seas.

"Fierce was the wild billow,
Dark was the night;
Oars labored heavily,
Foam glimmered white;
Mariners trembled,
Peril was nigh:
Then said the God of God,
'Peace! It is I.'

'Ridge of the mountain wave,
Lower thy crest!
Wail of Euroclydon,
Be thou at rest!
Peril can none be,
Sorrow must fly,
When saith the Light of Light,
'Peace! it is I.'

"Jesus, deliverer!
Come thou to me;

Soothe thou my voyaging
Over life's sea.
Thou, when the storm of death
Roars, sweeping by.
Whisper, O Truth of Truth,
'Peace! It is I.'

The origin of the best known sailor's hymns is interesting, most of them being produced after perilous experiences at sea. Perhaps no hymn is more sung on the water than Charles Wesley's.

"Jesus, lover of my soul."

It was written in 1740, shortly after Wesley's return from America to England, and during the first stormy scenes of his itinerant preaching. Whether the figures in the first stanza were suggested by the storms of the Atlantic, which the writer had but recently encountered, or by the storms of human passion, we cannot say. But most of the sea hymns of Charles Wesley were but the unfoldings of actual experiences. In his journal on the Atlantic, he thus describes his spiritual conflicts and triumphs during a storm: "I prayed for power to pray, for faith in Jesus Christ, continually repeating his

name, till I felt the virtue of it at last, and knew I abode under the shadow of the Almighty. The storm was at its height. At four o'clock, the ship made so much water, that the captain finding it impossible otherwise to save her from sinking, cut down the mizen mast. In this dreadful moment, I bless God, I found comfort and hope, and such joy in finding I could hope, as the world can neither give or take away. I had that conviction of the power of God present with me, overruling fear, and raising me above what I am by nature, as surpassed all rational evidence." On the storm subsiding, he wrote: "Towards morning the sea heard and obeyed the divine voice, 'Peace, be still.' My first business do-day—may it be the first business of all may days—was to offer up the sacrifice of praise and thanksgiving."

"All praise to the Lord,
Who rules with a word
Th' untractable sea."

Bishop Heber's matchless hymn beginning,

"When through the torn sail
The wild tempest is streaming,"

was written after similar experiences. The bishop took an affectionate interest in the humblest sailors during his voyages. "Only to think," said a grateful seaman, "of such a great man as the bishop coming between decks, to pray with such poor fellows as we."

"O Jesus! once tossed
On the breast of the billow,
Aroused by the shriek
Of despair from thy pillow,
High now in thy glory,
The mariner cherish,
Who cries in his anguish,
'Lord, save, or we perish.'"

Many of our readers have doubtless seen in old hymn-books a spir-

ited hymn beginning with this singular stanza:

"Listed in the cause of sin,
Why should a good be evil?
Music, alas! has too long been
Prest to obey the devil."

The hymn is ascribed to Charles Wesley, and the quoted stanza must have struck the reader as a marked exception to the mellifluous numbers of this most careful and cultured lyricist. It was composed amid the roughest scenes of his itinerant preaching in Cornwall, when mobs set upon him in every town, among whom were the wreckers, a class of sea robbers long passed away.

The Cornish seamen always loved to sing that hymn, and the old Methodists of Cornwall delighted to tell the story of its origin.

"My father knew all about that hymn," said a Cornish man to a recent English writer. "Mr. C. Wesley had just begun a hymn in the open-air, intending to preach to the gathering crowd, when some half-drunken fellows came and struck up the tune of 'Nancy Dawson.' Between the hymn and their song, it was sorry music, but the preacher's ear was quick enough to catch the metre of their song, and to master their tune there and then. He invited them to come again by-and-by, when he would be there and sing a song to their tune. They came and he gave out a new hymn made for the occasion. The merry tars seemed to enjoy the hymn more than their old song."

"A cheery thing," added the Cornishman, "it was to hear my father sing it, just as the old folks, he said, used to sing it. I used to sing it with him. He and I shall join again by-and-by, and

"Heaven be ours for ever."

The following stanzas exhibit the spirit of the hymn :

"Come let us see if Jesus' love
Will not as well inspire us :
This is the theme of those above ;
This upon earth shall fire us.
Say, if your hearts are tuned to sing,
Is there a subject greater ?
Harmony all its strains may bring.
But Jesus' name is sweeter.

"Then let us in his praises join,
Triumph in his salvation,
Glory ascribe to love divine,
Worship and adoration.
Heaven already is begun,
Open to each believer ;
Only believe and still go on,
Heaven is ours for ever."

About one hundred and twenty years ago, there wandered among the palm groves of Sierra Leone, a young Englishman, who had fallen so low as to be shunned even by the rude traders on the coast, and by the African slaves. He had little clothing; he went hungry, and often was obliged to subsist upon roots. His life was not only stained with vice, but with viciousness in its most disgusting forms. He had a pious mother, and the memory of her counsels and prayers like good angels followed him in all of his wanderings. Escaping at last from the coast, he secured a passage for England.

During the homeward voyage the ship encountered a terrible storm. "I began to pray," he said. "I could not utter the prayer of faith. My prayer was like the cry of the ravens, which yet the Lord does not disdain to hear." The storm subsided, but the young man, sick at last of sin, continued to pray. God revealed his salvation to him on the ocean, and out of this deep experience, came the sailor's hymn beginning,

"I hear the tempest's awful sound,
I feel the vessel's quick rebound ;
And fear might now my bosom fill,
But Jesus tells me 'Peace! Be still,'

"In this dread hour I cling to thee,
My Saviour crucified for me.
If that I perish be thy will,
In death, lord, whisper, 'Peace! be still.'"

That young man was John Newton, the rector of St. Woolnoth, London, the friend of Cowper, and the writer of a part of the Olney Hymns.—*Christian Weekly*.

Unseaworthy Ships.

The following correspondence originally appeared in the *London Times* :

12, Castle-Street, Liverpool, }
Dec. 24th, 1873. }

SIR,—We are instructed by Messrs. Houghton, Smith, & Co., the owners of the *Satellite*, to commence an action against you for the libel contained in the publication called *Ship Ahoy*, being the Christmas Annual of *Once a Week*, and we shall therefore be glad if you will furnish us with the name of your solicitor, so that we may send process to him, instead of personally serving you.

We are, sir, your obedient servants,
HARVEY & ALSOP.

Samuel Plimsoll, Esq., M. P.

Devonport, Jan. 5th, 1874.

Gentlemen,—Yours of the 24th ult, has been forwarded to me here, as I advised you by telegram on receipt of it.

I have referred to *Ship Ahoy* and find that the only reference to the *Satellite* is as follows (Appendix, p. 12):

"Mr. S. Robins, examined by the chairman (minutes of evidence, p. 117).

"Are you a licensed shipping agent under the Board of Trade?—I have been so up to the present year. For between eleven years and twelve years I was a licensed agent under the Board of Trade.

"Can you state to whom the *Satellite* belonged?—I cannot say; she belonged to a Liverpool firm.

"Was she laden with coal?—Yes.

"What was her destination?—I believe it was Rio.

"Did you consider that ship not seaworthy?—I did.

"I thought that you engaged the crew for her?—A part of them on the first occasion. I had not then seen the vessel, and, after engaging the men, it was my duty to see them again on board at the time of sailing, and that was when I first saw the vessel.

"Then, in the first instance, when you got a part of the crew for her, did you consider her to be a safe and seaworthy vessel? (Minutes of evidence, p. 118.)—No; I considered her a very old vessel, and I had heard reports concerning her from shipmasters, and I considered in some respects that she was a bad class of vessel, and not fit for the voyage upon which she was gong. . . . I considered her an old trap.

"Did the sailors object?—I had a great deal of trouble in getting them on board.

"When you considered the vessel to be a bad vessel, did you still endeavor to get them on board? Yes; it was more than I dared do to attempt to back a man out.

"You considered that the sailors having engaged themselves to go, were obliged to go?—Yes, or else refuse on the pier to go in her; and if they refused, there were police officers to take them in charge.

"What happened to this ship?—She was lost."

The foregoing is simply a quotation from a Parliamentary blue-book, and I was not aware that a quotation from such a source was liable to an action for libel.

Had I been so, however, it would have been just the same, as I do not mean to be silenced or otherwise deterred from laying before the public the infamous wrongs which are daily practised upon our brave seamen, even should the consequences to myself be utter ruin.

In order, however, to make my means go as far as possible, and as this is the second action upon the same quotation, I am considering the propriety of personally defending these actions in future, in order to save the enormous expense of employing counsel, and decline therefore to give you the name of any solicitor in the matter, leaving you to personal service of the writ. —I am, sir, yours obediently.

SAMUEL PLIMSOLL.

Messrs. Harvey & Alsop, solicitors,
12, Castle-street, Liverpool.

We believe that the complaint against Mr. Plimsoll is that he republished the extracts given in "*Ship Ahoy*," from Mr. Robins' evidence, without quoting certain passages of that witness's cross-examination, which placed the matter, and especially his competency to pronounce upon it, in a different light. Among the passages in the cross-examination which might be mentioned are the following:

In answer to Mr. Milner Gibson, the witness said:

Have you ever been a sailor yourself, have you been to sea?—No.

You have no practical knowledge from your own experience of what constitutes dangerous overloading?—I have not.

You merely judge from a sort of general impression?—Yes.

Without ever having been to sea yourself and having observed how vessels behave under particular circumstances?—Yes.

With regard to this particular vessel which you have talked of, namely, the *Satellite*, did that sailor tell you how she was lost?—He said that she was lost in a gale of wind.

In fact you do not know how the *Satellite* was lost?—I do not.

You say that in your opinion she was not overloaded?—No. I have seen vessels from the port of Cardiff much deeper loaded.

The witness also said, when questioned by Mr. Liddell.

I understand you to say that the *Satellite* did not appear to you to be overladen?—She did not.

When you took the men on board had they had any opportunity of judging for themselves what the condition of the ship was?—They had when they went on board, they could see at a glance what the condition of the ship was.

But before you took them on board had they that opportunity?—The men have plenty of chances of seeing the ships, if they would only take the trouble to go on board before sailing.

[We are gratified to see that Mr. Plimsoll has been handsomely re-elected. He will boldly renew his efforts for the sailors, in the coming Parliament.—ED. MAG.]

Loss of the Steamship Ariel.

The *Japan Mail* publishes the following statement of a passenger on the Pacific Mail steamship *Ariel*, wrecked on the coast of Japan, October 27th, while on a voyage from Yokohama to Hakodadi:

"After leaving Yokohama on Sunday afternoon we had fine weather, and everything on board went like clock-work. On Tuesday evening soundings had just been taken and the captain turned in, when the vessel appeared to

graze a reef. The engineer on watch observed that the boilers appeared to rise, and I thought, by the noise, the engine had broken down. We were soon undeceived as we felt her, so to speak, under our feet crunching over the top of a reef. Steam was kept up and engine going until she suddenly came to a stand, when rockets and blue lights were fired. She then rocked to and fro, and in a very short time the stern began to sink. The captain then called the officers to stand by the boats, see running gear all right, and mail bag put in the life-boat, and so soon as all had been provided with life-preservers, and as the ship was fast filling, the captain gave orders to all the officers to lower the boats and all hands to take to them, which was done in the most perfect order, and apparently not a moment was lost. When the boat I was in had cleared the ship the stern was on a level with the water. The boats, by the captain's orders, lay-to within call at a safe distance, and the captain left when all were safe, and nothing more could be done. The captain then ordered all boats to make the best of their way ashore, which was done accordingly, and in a short time a large fire was lighted by the natives on the beach. The boats all made for the fire, and by the reflection of the light we steered between several large rocks, and before long all were safely landed. The captain and several of the officers and men hired large fishing boats, well manned, and at once made for the wreck. On their arrival the danger was so great that the boats would not venture near until they were made to do so, and the only means of getting on board was by a rope. Everything that could be laid hold of in the fore cabin berths was at once secured, and thrown into the fishing boats.

By this time the water had covered the vessel nearly all but the bows and fore cabins, as the men had to swim to cut down some meat which hung on the port side near the paddle-box. She had by this time taken a list to that side. So soon as everything that could be secured was safe, the captain and crew made for the shore and had all things carefully secured. Before break of day the captain and part of the crew must have been alongside, as we were all up a little after six o'clock when he had returned and pronounced her a total wreck as the sea was going over her and only one mast faintly visible, and before we left, she seemed to have drifted closer in shore, as there is a great rise and fall of the tide. She then either appeared to have broken her back or parted, as we saw a large part of her floating seawards. By the glass we could not make out what part of the vessel it was; it might have been the hurricane deck or the stern half of the ship, but the distance was so great that one could not make out what part of her it was. At break of day she had apparently been on top of the reef, but after she seemed to part. The fore part seemed to settle down in deep water. As she did not rise again we could not tell whether it was the main or foremast that was visible; but I think it must have been the foremast from her previous position, and when we left nothing was visible but the mast a little below the topmast."

Revival of Ship-Building in Maine.

In 1859 the total tonnage built in the shipyards of Maine was 40,000 tons; for the season of 1860-61 the tonnage was 57,343 tons. The average tonnage for the three years ending with the season of

1860-61 was 52,038 tons. From 1861 down to the season of 1872 there had been such a great falling off in the tonnage built from year to year that many seriously apprehended that ship-building in Maine would soon be numbered among the things of the past. Notwithstanding the various causes tending to cripple the industry, the ship-builders of Maine were stimulated to renewed activity by the increase in foreign freights and the scarcity of American tonnage afloat, and when the year closed it became evident that the days of depression were over, and Maine's vital industry was no longer crippled. The tonnage for 1872 was about 40,000 tons, equal to the amount built in 1859. There were only six ships built, the remaining tonnage being principally in schooners. From returns published in *The Boston Journal* of last season's work in every Customs District of Maine except the Passamaquoddy District the following summary of the tonnage built is made:

	Tonnage.
Saco, 1 vessel.....	288.29
Kennebunk, 11 vessels.....	4,948.19
Portland and Falmouth, 21, vessels....	8,493.49
Bath, 48 vessels.....	31,754.50
Wiscasset, 10 vessels.....	765.27
Waldoborough, 42 vessels.....	13,605.53
Belfast, 17 vessels.....	7,478.23
Frenchman's Bay, 18 vessels.....	2,241.77
Machias, 33 vessels.....	10,934.05
Bangor, 5 vessels.....	1,210.30
Castine, 8 vessels.....	1,968.96
Total, 227 vessels.....	83,689.58

The vessels built are classed as follows: 10 ships, 23 barks, 2 barkentines, 10 brigs, 156 schooners, 12 sloops, 13 steamers, and 1 propeller. In 1872 the tonnage built in the Passamaquoddy district was 4,381.51 tons, divided among 26 vessels. From unofficial information it is thought the tonnage of the district for 1873 will be not

less than 5,000 tons, chiefly in schooners, which would make the total tonnage of the State not less than 88,689 tons, and increase the number of vessels to about 255. This is an increase of 120 per cent over 1872, with an approximate value of nearly \$5,000,000.

Deserved Honor to an American Captain.

Capt. Urquhart, of the American ship *Trimountain*, in which the survivors of the *Ville du Havre* were taken to Cardiff, was presented on Dec. 29th, at Bristol, England, with a testimonial consisting of a silver salver worth \$125, a check for a similar amount, and a binocular glass—the whole being worth about \$350. The presentation was made at the Merchant Venturers Hall by the master of the Guild. In acknowledging the presentation Capt. Urquhart said he was surprised that the people of Bristol should have rewarded him for that simple act of humanity, for he felt that he had only done his duty. He said when he first saw the Loch Earn he did not notice signals of distress, but saw that she was a disabled vessel. He hauled up to her and spoke to the captain, and with sorrow he heard that 200 souls had gone down in a French steamer. He asked the captain if his ship was safe, and he said he hoped so. They then hove to, and it was decided that the passengers and crew should be transferred to his ship. He afterward decided to cruise over the spot where the disaster occurred, and they did so till dark but in vain. They saw nothing but two empty casks, and they gave up the search in despair and proceeded on their voyage. He spoke of the anguish of the survivors in having lost their friends and relatives. He

expressed the opinion that, had the captain of the *Ville du Havre* been on deck, the collision would not have occurred. The binocular glass was presented to the chief mate of the *Trimountain*, Mr. W. P. Poole, and four copies of Mr. Plimsoll's book, and a like number of portraits of that gentleman were given by the Bristol Life at Sea Association.—*Tribune*, Jan. 12th.

Commerce of New York.

We give a comparative statement of the estimated tonnage and the number of vessels sailed, cleared and advertised for New York, from foreign ports, not including those from the West Indies, on the first of January, 1873, and first of January, 1874, compiled from the files of the Maritime Register.

1873.		
Nation.	No. of vessels.	Tons.
American	99	77,905
British	135	94,655
Norwegian	40	18,156
German	33	16,905
Italian	32	14,253
Austrian	10	5,357
Swedish	8	3,778
Russian	7	4,534
Dutch	4	2,108
French	3	890
Other nations	10	5,637

Total..... 381.....244,478

1874.		
Nation.	No. of vessels.	Tons.
American	95	76,631
British	126	90,747
Norwegian	47	19,521
German	49	24,900
Italian	47	22,919
Austrian	29	16,261
Swedish	11	4,592
Russian	9	5,489
French	3	1,541
Other nations	17	7,021

Total..... 433.....269,622

TONNAGE OF VESSELS IN THE PORT OF NEW YORK.

January 1st, 1873.

	Tons.
31 ships.....	35,015
94 barks.....	41,091
74 brigs.....	18,688

Total.....97,794

January 1st, 1874.

27 ships.....	31,267
154 barks.....	76,113
74 brigs.....	21,829

Total.....129,209

Tonnage of schooners not estimated.

Our Navy.

The report of the Secretary of the Navy shows that we at present possess 165 vessels, carrying 1,269 guns; but of this number only 46 vessels, carrying 407 guns, are in commission. To be sure, many of these vessels are monitors and first-class ironclads, some of which have recently undergone repairs, and are now on a footing to meet an opposing foe. But nevertheless this is a very small armament for such a great commercial nation. When we consider the great extent of sea-coast to be protected in case of a foreign war, it will at once appear that our navy is totally inadequate for the service required of it. Of course the report of the Secretary deals entirely with facts as they exist, and the Secretary is not to be blamed for the present state of affairs, but it is to be hoped that his recommendations to Congress will meet with approval. If fully equipped and in condition, our present navy is sufficiently extensive for all demands in time of peace, but, as has been seen, the few vessels heretofore in sea-going order have not been sufficient. If there had been a proper display of force in Cuban waters, the recent outrages would not have occurred, and it is to be hoped that the preparations now making will be kept up, so that in another emergency we shall be prepared. To do this the necessary appropriations must be had, and unless the real interests of the nation are to be neglected, they will be had. Our ship-yards have been lying idle long enough, and Congress should see that the necessary work be given out. The small navy we have had has done excellent work, all the credit for which belongs to the Secretary, and with a larger force American interests will meet with more respect than heretofore.

Preventing Collisions of Ships at Sea.

It seems to be more dangerous now than ever to go to sea, as vessels are so much more numerous, and sailing so much faster causes a great increase of danger. Is there not a remedy? I think there is. I believe the *Ville du Havre* and *Loch Earn* might still have been afloat if they had been provided thus:

Put a chain of the same weight as the anchor chain round the ship outside, supported by iron brackets with rings in the ends of them to pass the chain through and keep it in place. These brackets or chain supporters should be 18 inches long and from 1 to 4 feet below the main deck, according to size of ship, and about 8 feet apart. Large passenger steamers might have two such chains, one 1 foot below the main deck and the other 4 feet below it. Such ships, in colliding, would have to break or pass through the chains before making holes in each other's sides. Level with main deck, have two beams, running out from 8 to 15 feet beyond the cutwater, one on each side of cutwater, 8 to 12 inches in diameter, so constructed that, when they come against a vessel or any outside object, they would yield and spring back slowly to within a foot of cutwater.

F. J.

Skampfjelding.

A rule, or custom, obtains on board Norwegian ships, known as skampfjelding, which is simply this: Every morning at daylight, as soon as the decks are washed down, the officer in charge details each individual of his watch to some particular part of the ship, skampfjelding: *Johannis* goes over the mainmast and yards, from the truck to the tompast head; *Jem* takes the main topsail yard and tompast;

Tellog takes the main yard, top, and lower rigging, and so on. Thus the whole ship is parcelled out, each man takes a few rope yarns, or "Spanish foxes," and spends the next twenty minutes or half hour in examining the part allotted to him; every seizing, splice, iron, bolt, rope, mat, even the stitching of the sails and condition of the paint, come under his consideration. A slight matter he repairs at once; anything for which he is not then prepared is, on returning to the deck, reported fully to the officer, and, if needing immediate attention, men and material are at once sent to the spot: in many cases the officer goes himself, or sends his second in command, to superintend the work. Things not requiring such immediate attention are noted; and when the other watch comes on deck, after breakfast, they are detailed to repair what has been reported, before commencing the day's work. In this way B repairs what A reported, and gives a look for himself, in going and coming. Again, if anything breaks during the day, the captain asks: "Who went there skampfelding this morning?" He is known and asked why he did not report; in some cases he gets a disagreeable job as punishment, while each man feels a personal responsibility and interest in giving an accurate report lest he lose his character for seamanship, which requires not only the knowledge of how to do things, but also good judgment in regard to materials.

This custom is not found in American or English ships, but could be copied there with good effect. And a similar system, applied to engineers, oilers, and firemen, would save more boilers and machinery than an army of government inspectors. Very little machinery breaks without some

form and arrangement after those warning, very few pieces of modern work are equal to the wonderful one horse shay, and a little of the care mentioned is never wasted. Railroads have attempted something of the kind, but the same man, running the same engine day in and day out, will, in time, take risks that he would not if another man were to take the machine the next day. So of track inspectors, train starters, and the whole host of workmen; rotation in office, with a regular system by which each inspector's location for each day would be always known at headquarters, would here find its true place.

The real value of such a custom lies in the fact that it would beget habits of thought that would make every man an inspector of what is near him, thoughtful not merely for his own safety, but for others also; thus the bridge may be perfectly safe on the footway where he passes, but that rotten plank in the roadway may break a horse's leg; he reports it, or marks it at once. But perhaps the greatest recommendation of such a habit to the American mind, albeit an unworthy one, is that while it would save much it would not cost a dollar.—*Engineering and Mining Journal.*

A New Mode of Marine Propulsion.

Mr. John T. Bowman, of Dallas, Texas, favors us with sketches and description of an ingenious and quite novel mode of propelling vessels, which he has lately contrived but does not propose to patent. An opening is made through the cutwater of the ship, under the water line, whence, by a suitable conduit, a large stream is allowed to pass to two athwartship revolving blades, which are modeled in

constructed inside the Root blower, and which are situated in a suitable inclosure in the forward portion of the hold. From this casing, and leading aft, are three passages, one extending downwards, at an incline, to the keel, and the others leading to each side of the ship. Suitable valves are arranged whereby the water drawn in by the blower, may be diverted into either passage, so that by this means the vessel may be drawn ahead or steered in either direction at will.

A Story of the Tide.

On the coast of Normandy, near Granville, the rise and fall of the tide are very great, being about forty-four feet at spring tides. It comes in very rapidly, and in particular places may be seen making up in a great wave two or three feet high. In a book on Normandy the following adventure is narrated of two English gentlemen. They had been out on the sands watching the manner in which sand-eels were caught, and examining the structure of the rocks, which were like sponges, when of a sudden one of them, whose name was Cross, shouted, "I forgot the tide, and here it comes."

His companion, whose name was Hope, turned toward the sea and saw a stream of water running at a rapid rate, replied quickly, "I suppose we had better be off."

"If we can," replied Cross, "by crossing the rocks we may yet be in time."

They began to scramble up the rocks, and walked as fast as they could toward the nearest shore; but it was some time before they reached the highest point. On gaining it they looked round, and saw that the sand was not yet covered, though lines of blue water

here and there showed how fast it was rising. They hastened on, but had not gone far when they found that the sand was in narrow strips, with sheets of water between; but seeing a girl before them who was familiar with the beach, they cried. "We shall do yet!" and ran forward.

The girl, however, instead of going toward the shore, was running to meet them, and almost out of breath cried, "The wave! the wave! it is coming. Turn, turn! —run or we are lost."

They did turn, and saw out at sea a large wave rolling toward the shore. Out of breath as they were, they yet increased their speed as they retraced their steps toward the rocks they had just left. The little girl passed them and led the way. The two friends strained every nerve to keep pace with her, for as they neared the rocks the wave still rolled toward them, the sand becoming gradually covered. Their last few steps were knee-deep in water.

"Quick, quick!" said the girl; "there is the passage to cross, and if the second wave comes, we shall be too late."

She ran on for a hundred yards till she came to the crack in the rock six or seven feet wide, along which the water was rushing like a mill sluice.

"We are lost!" said the girl; "I cannot cross; it will carry me away."

"Is it deep?" said Cross.

"Not very," she said; "but it is too strong."

Cross lifted the girl in his arms, plunged into the stream, and, though the water was up to his waist, he was soon across. His companion followed, and all three now stood on the rock.

Come on, come on!" cried the girl; "we are nearly there!" and

she led the way to the highest point of the rocks, and on reaching it cried, "We are safe now!"

All were thoughtful for a moment, as they saw the danger which God had delivered them from; looking round, the sand was one sheet of water.

"We are quite safe here," said the girl; "but we shall have to stay three or four hours, before we can go to the shore."

"What made you forget the tide?" said Cross; "you must know the tide well."

"I did not forget it," she replied; "but I feared, as you were strangers, you would be drowned, and I ran back to tell you what to do."

"And did you risk your life to save ours?" said Hope, the tears starting to his eyes.

"I thought, at any rate, I should get here," she replied; "but I was very nearly too late."

Hope took the little girl in his arms and kissed her, and said, "We owe you our lives, you brave little maid."

Meanwhile the water was rising rapidly, till it almost touched their feet.

"There is no fear," said the girl; "the points of the rocks are always dry."

"Cold comfort," said Hope, looking at them; "but what shall we do for our young friend?" he said to Mr. Cross.

"If we put all the money in our pockets into a handkerchief and tie it around her neck, it will warm her, I warrant, for she looks cold enough."

One of them had twenty, and the other seventeen francs, and binding these in a knot Mr. Hope passed it around her neck. On receiving it she blushed with delight, kissed both their hands, and cried, "How jealous my sister Angela will be, and how happy my mother!"

Just then a wave rolled past, and the water began to run along the little platform they were sitting upon; they rose and mounted on the rocky points, and had scarcely reached them when the water was a foot deep where they had just been seated. Another wave came—the water was within six inches of their feet.

"It is a terrible high tide," said the girl; "but if we hold together we shall not be washed away."

On looking to the shore they saw a great many people clustering together on the nearest point; a faint sound of cheers was heard, and they could see hats and handkerchiefs waved toward them.

"The tide has turned," said the girl, "and they are shouting to cheer us."

She was right; in five minutes the place was dry.

They had some hours to wait before they could venture on the sand: it was quite dark before they reached the beach; but at length, guided by the lights on shore, they gained their own home in safety, not unmindful of Him who says to the proud waves, "Hitherto thou shalt come, and no further, and here shall thy proud waves be stayed." The friends handsomely rewarded the little fisher-girl for her bravery.—*Exchange*.

A Gospel Fisherman.

Once in a while comes an episode of real life that outshines the fairest dream of fiction. The muscular young clergyman has played his part through many a modern story. Charles Kingsley set the fashion of him first. Whether he drew from real life or from his inner consciousness of what a young clergyman should be, the striking figure became a favorite; and young divinity students took the truth

home to them, that, in becoming teachers of men, they need not of necessity cease to be men themselves.

We have come to think of him as the faithful shepherd among the peaceful hills, discovering a pitfall, revealing a hidden fountain, and with rest and comfort in his kindly bosom for the foot-sore and the weary. So that it is like turning a page of some quaint old story to read of Mr. Ancient, the Nova Scotia "fisher of souls." On that rude coast, among the rude fishermen of Terence Bay, his figure stands out against the dark background of night and wreck with almost gospel clearness. Amid the vague and shifting accounts of incompetence, negligence, and cowardice in that murky night, we turn with relief to him. "Give me a boat; the water is smooth enough," pointing to the clinging wretches on the rigging; "put me on board and I will get them;" when the magistrate of the place judged all farther rescue hopeless, and they must rest content with those already saved. Commanding, beseeching, when even stalwart fishermen were in terror for their own lives and his, how clear his answer: "*John, if I'm doomed, I won't hold you responsible; put me on board!*"

Climbing the ship's side at an angle of fifty degrees, in elastic confidence in his own steady foot and strong arm, he sustains with cheery word the half-drowned man until he brings him safe to shore.

There is an old story of another fisherman, who, when "the ship was in the midst of the sea, tossed with waves, for the wind was contrary," essayed to walk upon the water, toward the shining Figure he saw. "But when he saw the wind boisterous, he was afraid, and beginning to sink, he cried, say-

ing, Lord, save me." The rebuke came with the helping hand, "Oh, thou of little faith, wherefore didst thou doubt?"—*Christian Union*.

Mrs. Teredo and Her Family.

"This," said deacon Hoyt, "is probably the last ship I shall ever build, and I intend to have her as perfect as possible."

So he selected a beautiful model, and knowing that the owner wanted something very superior, he spared no time nor money in procuring the best timber to be had, and the best workmen to be found. And then he watched over every stick as it was hewed and fitted in its place, every plank that was spiked on the timbers, and every spar that was prepared. When they came to put the copper sheathing over the bottom of the ship, the deacon watched it very closely. At one spot he found the head of the iron nail which fastened the sheathing split. The deacon's eyes were becoming rather poor, but he saw the broken head.

"Jim Spiker, I see a nail broken; isn't there a little hole by its side?"

"Not a bit of it, I'm sartin. There couldn't a drop of water get in there in a century."

So the word of Jim was accepted, the ship was finished and launched, and made two or three prosperous voyages. During one of these she lay at a wharf in Calcutta. Now these waters swarm with that little pest, the ship-worm. They crawled all over the ship, but could not get through the copper sheathing. At length Mrs. Teredo, a very small specimen of her tribe, lit upon the broken nail, found the little hole, and squeezed herself in. Then she began to eat the timber, and lay her eggs in it. Soon they hatched, and increased till that timber was full of the little Teredoes, and then the next, and the next, till every

stick in the whole ship was full, and eaten almost into powder. Still the ship looked sound, sailed well, and made her long voyages. At length, when in the middle of the great ocean, a terrible storm met her. The wind howled through the rigging as if singing a funeral dirge. The waves rolled up and writhed as if in agony. Every spar was bent, and every timber and spike strained to the utmost. The cargo which filled the ship was of immense value. The crew was large, and the passengers many. Worse and worse grew the storm, till at last a huge wave struck her with all its power. The poor ship staggered, groaned once, and crumbled up like a piece of paper. She foundered—at sea—in the dark night—by the awful storm! The rich cargo all went to the bottom of the ocean. The drowned men and women sank down, down, miles, before they rested on the bottom! All done through the neglect of Jim Spiker, who was too unfaithful to mend the hole by the broken nail.

There were watchings and anxieties by those on shore—all wondering why the richly laden ship did not arrive. The cargo and ship were all gone, and many were made poor, because the broken nail was not replaced!

Scores of homes were desolated, and many had their earthly hopes crushed by the sinking of that ship, and all because the little hole was left! Mrs. Teredo and her great family had never brought about all this ruin, had not Jim Spiker been unfaithful.

O, how often is a child ruined by some neglect, as to his temper, his easily besetting sin! The little foxes creep in easily, and spoil the vines. The worm that eats up character and wrecks all the hopes of life, can crawl into a very small

hole. A mother neglected to punish, or even reprove her boy for stealing an egg, and that neglect, as he said on the gallows, brought him to that shameful death. A single bow or a single smile may win the good will of a child, that will lead him to Christ. A single visit to the sick chamber, to the Sabbath school scholar—a single conversation or a single word dropped—may result in the salvation or the ruin of an immortal soul. The spiritual Teredoes are multitudinous, and they enter any hole, however small, and sink the ship. All great efforts grow out of small beginnings. The loosening of a single grain of sand may end in the sweeping away the dam, carrying off the mills, and ruining a village. Beware of the first lewd word, the first profane expression, the first taste of strong drink, the first neglect of prayer, the first breaking of the Sabbath. You are leaving holes for the Teredo family to ruin you forever.—*S. S. Times.*

Sailors, Their Friends and Enemies.

From the Christian Intelligencer.

The friends of sailors will learn with indignation that an effort has been organized in this city to bring about the repeal of the "United States Shipping Act," of June 6th, 1872. Ever since the law went into effect the most determined hostility has been exhibited toward it by the vampires whose trade in human suffering and degradation it destroyed; and they are now concentrating their energies for one last desperate assault upon it.

There are numerous reasons why this attempt should be ignominiously defeated. Careful examinations of the act and of its workings have been made by many of our most

worthy and intelligent citizens, who are widely known for their philanthropy, who have no personal interests involved in the question, and who are moved solely by a disinterested regard for the well-being of sailors and seamen; and the scrutiny has resulted in an emphatic verdict in its favor. It is ascertained beyond a doubt that the operation of the law is beneficial to the exposed class for whose protection it was devised, and that, although it may be susceptible of amendment in some of its details—which amendment should proceed from those who are friendly to its general objects—its repeal would be a most injurious step on the retrograde.

The opposition to the law and the efforts for its repeal, therefore, do not proceed from men of known philanthropy and disinterested public spirit; nor do they come from the parties who are themselves the most immediately interested, our sailors and seamen. On the other hand, the opposition is mainly inspired by a class who trade upon the abuses which the law has uprooted, and which it has been impossible to perpetrate since the act has been in operation. The sailors themselves dread its repeal, though it is true that some of their number have been cajoled or coerced to clamor for it by boarding-house keepers and runners and other bad and designing men in whose power they are, and who have preyed upon the sailor class for many years. But these sailors are few in number, and are not the best representatives of their class.

In addition to this, we find, upon examination, that a large majority of our responsible shipping merchants, masters of vessels, and commercial men generally, pronounce the working of the law to be eminently beneficent; and they agree

in the opinion that its repeal would be a dire calamity to our sailors; that if its wholesome restraints are removed, there will be a speedy return of the old system, under which seamen were defrauded of their wages, were kept in a state of chronic drunkenness or stupefaction, and were, in fact, owned and farmed out for so much "blood-money" by the base guild who enriched themselves by the degradation and impoverishment of the sailor. There can be no doubt that the repeal of the law would be a severe blow against religion and morality, and would seriously retard the improvement of the condition of the sea-faring class, which is now proceeding so hopefully.

We have not been able to ascertain that any body of respectable men in this maritime city, representing either of its important commercial or mercantile interests, favors the repeal of the law. On the contrary, so far as we can learn, they are strongly desirous that it should remain in force—to be amended or improved, if possible, where there is friction, but to be preserved intact in its general spirit and intention. Moreover, every association which has distinguished itself by efforts for the moral, religious or physical and material welfare of sailors, earnestly advocates, and even implores, its continuance. We believe that we only give voice to the universal judgment of all good and honorable men when we say that the repeal of this law would be a surrender to the demands of a disreputable and insatiable combination, whose members are never troubled by any twinges of conscience, and who are strangers to the nobler emotions. Sordid, unscrupulous, unprincipled, and brutal, they know no pity and relent at no distress.

AND SEAMEN'S FRIEND.

Concorder, N. H. Sea. Friend Society.

EXTRACTS FROM THE 43D ANNUAL REPORT.

This enterprise was started only two years after the establishment of the AMERICAN S. F. SOCIETY and was one of its first auxiliaries, a fact the more remarkable from its formation in an inland town and its being composed of members having no friends exposed to the perils of the deep; yet doubtless those earnest desires to do something for the Master's needy ones were directed by the Holy Spirit into this channel of benevolence.

For forty-three years it has continued its labors and dispensed its charities to this cause.

The Society numbers now 135 members. The meetings the past-year have been like those of former ones with little change. The results of last winter's labor are *two quilts, three comfortables, fifteen sheets, sixteen pairs pillow cases, seven flannel and three cotton shirts, and twelve pairs socks*. One of the quilts was a gift from Mrs. Goss. Two flannel shirts were presented by Mrs. Dr. Berry. The thanks of the ladies are returned to these members for their generous aid. It was voted to send these articles to Boston as we have done for several years, but the Home there having been sold and the new one not yet provided, it was judged best not to send, and they are now in the hands of your president, awaiting your further action for their disposal.

Fifteen dollars was sent to New York for the purchase of a ship's library. "By some neglect of entry," the library contributed last year was not sent till this fall. The two libraries are numbered 4,739-40.

No 4,739 on bark *Sarah* of Portland for Buenos Ayres, in care of Capt. W. CHENEY, 10 men in crew. No. 4,740 on bark *Maggie Reynolds* of St. Johns for Europe, in care of Capt. SMITH, 14 men in crew. Ten dollars was contributed by Mrs. Seavey to constitute her daughter a memorial member of this Society and Miss Ellen A. Seavey is our first memorial member.

During the year, three of our life-members have crossed the river—have passed through the shadows, and entered the life beyond, viz: Mrs. Dr. Carter, Miss Mary Ann Allison, Rev Henry Wood. There is great encouragement to us in our work, much is being done every year to ameliorate the hardships of sailor-life, and new plans are put in operation looking to his social and moral elevation. The Bethel flag floats in all the large ports and "Sailor's Houses," "Sailor's Retreats" for invalids, and "Sailor's Saving Institutions" are established in many of our seaports.

The libraries are doing good missionary work. Perhaps this is one of the most efficient means employed for reaching and elevating the minds and hearts of those who "go down to the sea in ships."

The total number sent out since the inauguration of this work, fifteen years ago is four thousand three hundred and eighty-five. Who can estimate the ever-increasing and blessed effects which may follow them as they are borne over the "trackless waste of ocean?" In the forty-fifth annual report of the Parent Society we find this testimonial to this agency.

"In assisting discipline on ship-board, in cheering his desolate life, in elevating the sailor's character, in improving his morals and fitting him for heaven, the library work is an incalculable good."

Shall we contribute our mite to this cause?

"If we cannot on the ocean
Sail among the swiftest fleet,
Rocking on the highest billows,
Laughing at the storms we meet;
We can stand among the sailors,
Anchored yet within the bay,
We can lend a hand to help them,
As they launch their boats away.

If we cannot in the harvest
Garner up the richest sheaves,
Many a grain both ripe and golden
May the careless reapers leave.
Let us glean among the briers,
Growing rank against the wall,
For it may be that their shadow
Hides the heaviest wheat of all.

SARAH S. ADAMS, *Secretary*.

(For the Sailors' Magazine.)

"THE MISSING SHIP."

BY CHARLES CASEY.

There's a mournful *sough* in the rising wind,
 And a heaving swell on the waste of waves,
 And the cloudy *rack* rises huge and black,
 Like the ghost of storm from their ocean graves.
 And the lurid light of the gathering night
 Casts its hue o'er the boding seaman's mind.

He stands at the wheel, and the order hears
 To "double reef" and to "keep her free"—
 And a nameless dread, like a voice from the dead,
 Seems to whisper—"Thy home thou shalt never see"!
 And he feels a gloom of impending doom,
 Though an ocean roamer for twenty years.

The unleashed storm-fiends in fury rise,
 With awful roar, from their north-west lair,
 And the mighty deep, seems to swell and leap
 Into formless mountains, the storm to dare,
 While the lightning's flash, and the thunder's crash
 Commingle their terrors with sea and skies.

'Tis a fearful night on that wintry sea,
 For the storm hath now to a tempest risen,
 Like cobwebs, the sails, are blown from the "brails"
 And the axe is laid to the groaning "mizen;"
 Still, she fails "to steer" with responsive "veer"
 Though the helm is lashed "hard down a-lee."

'Tis vain—she "falls off" under "shredless poles,"
 And rushing "scuds," like a phantom ship;
 Through the boiling deep, with headlong sweep
 She plunges—still held in the tempest's grip,
 While vast and high, 'gainst the lurid sky,
 Comes a mountain billow that o'er her rolls.

The wheel's-man glanced at that mighty wave,
 As it crashed o'er the "poop," on the straining deck—
 One wild, sharp cry! as when strong men die—
 And the crew are swept from the foundering wreck;
 Nor plummet may sound the deep profound,
 Where they sleep in the seaman's shroudless grave.

And yearning hearts, through the weary years,
 For the "Missing Ship," still have hope and prayer;
 And that love, whose breath is stronger than death,
 Pleads ever, that God may its darlings spare!
 But never again, from the ravening main,
 Comes answer back to their prayers or tears.

READY TO PERISH.

BY REV. NEWMAN HALL.

By the pale beams of the aurora darting across the dark sky, a little vessel is seen wedged in the ice. Her decks are roofed over and covered with snow, so that she is scarcely to be recognized in the icy waste around. Arrested by the conglomerated floes, her brave crew have bidden farewell to the sun, but not farewell to hope, and not farewell to the chivalrous enterprise on which they have gone forth. Here they wait till spring, with smiling face, dancing over the dreary region, shall break up their prison by her magic tread and bid them go free; then, undeterred by past dangers, from that vantage-ground they will pursue their search. But no! while apparently stationary, every surrounding object retaining its relative position, the whole icy plain is drifting southward. Old Winter, indignant at their intrusion so near his ancient throne, hurls them back thirteen hundred miles. Then the ice, breaking up with a thousand thunders into huge masses, like so many Titanic war-galleys, charges down upon the groaning barque, which gallantly fronting the onset cuts her way through the floe. Escape from impending destruction is the signal for encountering fresh perils. Again that little vessel penetrates the empire of ice—and again its stern monarch nips her in his cold embrace, chains her to his glittering throne, and draws around her the dark curtain which no rising sun for many weeks shall pierce.

What is the object of her brave crew? They hope that the blessing of those who are "ready to perish" may fall upon them, and that "the widow's heart may sing

for joy." Yet how slight their encouragement! Expedition after expedition has failed to discover any trace of Franklin and his brave companions. Twelve years have elapsed. Still another attempt is made. The little vessel *Fox* is fitted out. McClintock, in the true spirit of a British sailor, allured rather than repelled by hardship and danger, at woman's call in the cause of philanthropy, undertakes the command. Volunteers, in embarrassing numbers, ask to serve in any capacity. They are now spending their second winter in journeys over the ice, with a temperature seventy degrees below freezing. At length they discover relics of the long-lost voyagers, some of whom may still survive in the huts of the Esquimaux. O the joy of receiving the blessing of men "ready to perish!" Alas! they find a record of disaster. Then a bleached skeleton. A native reported that Franklin's party "fell down and died as they walked along." And now they come to a boat. In it are two other skeletons—with precious relics—a watch, a fragment of slipper worked by loving fingers, a Bible with texts underlined. The problem is solved. They are too late to receive the blessing of men ready to perish—too late to make the widow's heart sing with joy.

Yet their heroism was not wasted. Nothing kindly, bravely done ever is. The doer at least is bettered. Valuable discoveries were made, agonizing suspense was ended, fresh testimony was afforded of the value set on human life, additional pledges were given that no Englishman imperiled in the discharge of duty will be abandoned, the

moral nature of those heroic seekers was raised, and their work of charity was looked on with approbation from above.

It is well that the law fences life roundabout. Let but a beggar or an infant die suspiciously, and the coroner issues his warrant, and solemn inquest is made. It is well that unforced by penalty, unbribed by reward, thousands are ready to rescue it from danger. The recovery of Franklin's stores would never have prompted such heroic search. It was for life, precious life. Yet to save it from perishing is only to *delay* the inevitable catastrophe. Had Franklin and his companions been rescued, death must soon have overtaken them in another form. But the soul is capable of life unending. "What shall it profit a man if he gain the whole world and lose his own soul," a soul so immortal and so endowed! Franklin and his friends perishing with hunger and with cold, might be exulting on the threshold of glory. Yet we honor those who went forth to the rescue. Shall *we* not labor, go out of our way, expose ourselves to toils and difficulties, to rescue souls which if lost, sink to endless death, but which if saved, dwell in perfect bliss with God forever?

Are you rescued! Then rescue others! Redeemed from the devil, should you not labor to rescue those who remain his victims? You were being hurried to destruction by the strong tide of sin. But the hand of mercy was stretched out, and drew you to shore. Will you not stoop down to grasp and save others?

Gratitude to your Saviour demands it. "He redeemed my soul from death." "What shall I render unto the Lord for all his benefits toward me?" Go and tell others what great things the Lord

hath done for you," and what he is willing to do for all who are ready to perish. Show your love to Him by promoting the enterprise which is dear to his heart—the salvation of sinners.

Among other departments of usefulness is the temperance enterprise. All England approved of the effort to save the one hundred and fifty men of the Franklin expedition. It was worth while to expend money, to endure fatigue, to risk danger, in order to rescue even so small a number of our brethren. Should not all England approve still more the effort to save 600,000 drunkards, 60,000 of whom every year enter a drunkard's grave, a drunkard's eternity? Does this enterprise less deserve sympathy because its objects are perishing at our very doors, because it tends to preserve rather than imperil the health and life of those engaged in it, and requires only the giving up of a trifling sensual indulgence, and the courage of non-compliance with prevailing but perilous social customs? The misery caused by drink surpasses all the suffering endured by the victims of Arctic discovery. By far the greater part of all the pauperism, insanity, and crime which prevail are traceable to it. It degrades its slaves below the brutes. A few days ago I spoke to a poor woman whose husband had left her with her children to starve. Her baby was only nine days old, when he came home drunk, and, without any provocation, struck her with a bludgeon, which broke her teeth and rendered her insensible. Then he dragged her out of bed, down stairs, and with only her night-dress on pushed her into the street, where she was found insensible by the police on a dark winter's night. We talk about drink being brutalizing. There is

no brute in creation that ever did so vile a thing! Such deeds are constantly occurring. O the secret woes of thousands of homes and hearts through drink! Who can tell the ravages made by it in the Christian Church? More professors have made shipwreck of faith under its influence than under all others; and ministers of learning and eloquence have fallen on this slippery ground, to the incalculable injury of immortal souls. Strong drink is the chief incentive to irreligion. The Sunday congregation of the London gin palaces far outnumber those of all our churches and chapels.

What can be done? By sermons, lectures, tracts, let us warn against drunkenness. But many are sure to become drunkards, and drunkards in almost all cases must continue so, unless they altogether abstain. For *them* total abstinence is a necessity. Let us then urge it. But will not our persuasion be more influential if backed by our own example? The general custom of drinking makes abstinence additionally difficult to those who have acquired the habit. Shall we not lessen the difficulty which thus hinders the reformation of the drunkard, by abating the custom? If the tide is carrying away its victims, do we not render escape easier by checking its force or creating a contrary eddy? Some ask if there is any sin in drinking, I reply, "Is there any sin in abstaining?" Suppose you could not afford to buy wine, or that it made you ill, or was unpalatable, you would not feel bound to take it. Are you then not justified in giving it up for the benefit of your fellow-men?

Bands of Hope are designed especially for the young. It is easier to avoid bad habits than to break them. The boys of our Sunday-school are tempted to drink on the

first day they enter the work-shop. Unless trained to total abstinence, it is almost a moral certainty that they are at the very outset overcome. Self-respect gone, they are carried away by the stream. To teach them to drink but to be on their guard, is in the present age to place them on a steep icy slope and bid them not fall down the precipice. Is it not wiser to encourage them to keep out of danger's reach?

Children are often instrumental in the rescue of their parents. A little boy in our Band of Hope was told by his father to fetch some beer. "I will go if you say I must, father; but, please don't send me." "Do what I tell you." "Well, father, then I will go; but I have been saving up this sixpence, and if you won't send me I will give it to you." The father's heart was softened. "My boy, I will not send you for the beer, and I will go with you to your next meeting." He signed the pledge, and became a regular attendant at church. The blessing of him who was ready to perish fell upon that little boy.

Do not say you have no influence. All have some. A gentleman lecturing in the neighborhood of London said: "Everybody has influence, even that child," pointing to a little girl in her father's arms. "That's true," cried the man. At the close he said to the lecturer: "I beg your pardon, sir; but I could not help speaking. I was a drunkard; but as I did not like to go to the public-house alone, I used to carry this child. One night as I approached, hearing a great noise inside, she said: 'Don't go, father.' 'Hold your tongue, child.' 'Please father, don't go.' 'Hold your tongue, I say.' Presently I felt a big tear fall on my cheek. I could not go a step farther, sir. I turned around and went home, and

have never been in a public-house since, thank God for it! I am now a happy man—and this little girl's done it all, and when you said that even she had influence, I couldn't help say: 'That's true, sir.' "

All have influence. If you do not discourage customs which lead so many to ruin, are you not supporting them? Apply to this case the Apostle's words—"All things are lawful to me, but all things are not expedient." "It is good neither to eat flesh nor to drink wine nor anything whereby thy brother stumbleth, is offended, or made weak." Give up a paltry indulgence, however innocent in your case, for the sake of others; and thus co-operate in a work which will cause multitudes "ready to perish" to bless you, and many a widow's heart to sing for joy.

I need not say that temperance any more than cleanliness, or vera-

city, or honesty, is godliness. Teetotalism alone can not save the soul. No! "There is no other name" but that of Jesus whereby we can be saved. But drunkenness keeps thousands from the Gospel. And abstinence has been the means of bringing thousands to listen to it and embrace it. The love of Christ prompts us in this enterprise. And with confidence we can ask the help of Him who taught us to "take up the cross," and who is "not willing that any should perish." God bless the temperance cause! God help the perishing drunkard! Assist us, O Lord, in this and "in all our doings with thy most gracious favor, and further us with thy continual help, that in all our works, begun, continued, and ended in Thee, we may glorify thy holy Name, and finally by thy mercy obtain everlasting life, through Jesus Christ our Lord. Amen.

OUR WORK:

CORRESPONDENCE, REPORTS, &c.

Norway.

CHRISTIANIA.

Rev. H. P. BERGH's letter of 6th November, 1873, is of deep interest. He says: "With regard to my work, I must say that I have never labored under better or more promising circumstances than within the last two months, during which time I have visited Drammen, and spent some days there every week. I have preached to people that have been listening as swallowing every word. The houses have been crowded, and more and more houses have been opened, so that I now can preach in every section of the far extended city, in great part populated by seamen. Many souls are awakened, and are earnestly seeking for mercy through the blood of Christ; many lukewarm Christians have also been incited to more earnestness and zeal. A glorious

work is thus going on, and especially among sailors' families. Their husbands and relations are for the present at sea, and they are praying that when coming back, they also shall become interested in the salvation of their souls, which the greater part of them seem to have forgotten. I intend to visit Drammen as often as I can this winter.

"Here in Christiania, we have, also, a good time. Last Sunday evening we had a feast, at the place where I am regularly working,—80 persons, parents and children, among them some seamen's families, were present. I have reason to believe that many precious souls will never forget that glorious evening. We sang, prayed, preached and conversed and the presence of God was felt by every soul. . . . A little Sunday school of 25 children was also organized in this place,

and in it I am assisted by a student from the college, a Christian Lutheran brother. Both in Drammen and in this place, the Lutherans, especially the priests and teachers, oppose my work, yet they seem to have no success, for the Lord is with us.

"The seamen's cause, that nearly seems not to have been noticed before among the Lutherans, as far as it concerns work in native ports, has now been made the object of a little society recently organized among them. As soon as possible they will begin their work, by distributing bibles, testaments and tracts, and by personal conversation, etc., among and with sailors in this port. One of them said recently, at one of their meetings: 'We send missionaries to work for seamen in foreign ports,' (a Norwegian Society has sailor-missionaries in London, Leith, Cardiff, Havre, Antwerp, &c.) 'but we forget the sailors at our own ports. The Methodists do much (alluding especially to my Sunday services on board ship, &c., which seem to have been a means of opening their eyes to the necessity of their work)—it is high time that we also should do what we can.' Well! may the Lord also bless and prosper their work!"

Sweden.

HELSINGBORG.

During the last quarter of 1873, Rev. N. P. WAHLSTEDT visited and labored on 132 vessels,—69 Swedish, 23 English, 22 Danish, 7 Norwegian, 7 German, 2 Dutch, and 1 Finlandian, leading also in various bible classes, meeting with many hundreds of sailors in Helsingborg, Landskrona, Malmo and Helsingor. He preached in Helsingborg, Brohusen, Ormatorp, Landskrona, Rûia, and elsewhere. A Swedish sailor interested him, who had been wrought on by God's Spirit, then drawn away to Mormonism, and afterwards brought back to the study of the Scriptures. At Malmo, seamen received the word of God with joy. Rev. Mr. WAHLSTEDT was also in attendance upon a

home mission-meeting two miles north of Helsingborg, during December, where multitudes listened to preaching with serious attention.

GOTTENBERG.

The close of the year 1873 enabled Rev. Mr. FERNHOLM to present the statistics of his labor for the twelvemonth. He has visited a total of 472 vessels; 345 Swedish, 45 Norwegian, 13 Danish, 10 German, 6 Dutch, 32 English, 5 North-American, 15 French and 1 Russian. Twenty-one French testaments were distributed *gratis* during the year, and 38,497 pages of tracts. He says: "At the sermons and prayer-meetings (during the closing quarter of the year) some sailors have been present in consequence of invitations which I usually give them when calling on shipboard, to come and hear the word of God. But many of the Lutherans don't dare to come into our chapel, and then I exhort them to go to the places where any good Lutheran sermon can be heard. Sometimes I meet them on their way to or from the Lutheran church, or meeting place, or I see them there, when I am present myself. Americans or Englishmen I exhort to go to the English church here, on the Sunday, and I have often had the satisfaction of seeing some of them following my advice.

But how many have really been converted through my labor I don't know. I have seen and heard during the last quarter, as also before, sailors moved to tears and confessing their sins when I have spoken to them. They have seemed to be anxious for salvation, and I am convinced that some of them will be saved. At different times during December, I found two Swedish sailors professing to have been converted, but since then they have fallen away, following their bad comrades. I hope they are now sincere, when they promise to return to the Lord Jesus. A captain from Gottenberg being at home, some weeks during winter, is

to be seen at our chapel, almost every time there is preaching there, and I am in hope he will become a Christian very soon. Personally, I have always been treated with respect. During the year, I have found much lack of susceptibility for religious things among seamen, but I have found them to be as accessible and more accessible too, than other people commonly are. I am assured that our labor is not in vain in the Lord."

WARBERG AND WEDIGE.

CHRISTIAN CARLSSON, writing over date of January 7th, 1874, says, that "God has granted in these places a plentiful spiritual rain upon the dry earth, and that the seed hitherto sown has taken root and already begun to grow and bring forth fruit. Some who were before enemies of the cross of Christ, now open their houses for the preaching of the word and do all in their power to promote the kingdom of God." In the quarter he has preached 51 sermons with manifest impression for good.

GEFLE.

E. ERICKSSON, too, reports conversions in the last quarter of 1873, and a great reformation of drunkards. A rich merchant had been led to confess that he was years ago a follower of Christ, but had fallen into rationalism, and now by the preaching had been brought back to Jesus. He proves the sincerity of his faith by his life. Navigation closed on the 10th November, and Mr. ERICKSSON went into the country to visit families and distribute tracts. Christians at Gefle were awaiting the week of prayer with much anticipation of blessing. Mrs. ERICKSSON has 50 children in her Sabbath-school.

STOCKHOLM.

The record of Mr. A. M. LJUNGBERG for September, October, November and December, 1873, is a history of preaching and visitation among sailors, fishermen and women, on Morkon, and at

Stockholm. He details with minuteness and interest the varied spiritual condition of many persons whom he met. Among the seamen he found several captains of vessels who were believing Christians, and testified of Jesus. Other sailors often opposed him. Several masters of vessels had sought his guidance to the Saviour of sinners. His communion with the Christians so encountered, he speaks of as especially cheering. For the period reported, he visited 198 vessels; 89 Swedish, 7 English, 8 Norwegian, 1 Estlandish, 68 Finlandian, 12 Dutch, 2 Danish and 11 German, selling 211 religious books, 22 bibles and 21 testaments. His whole visits for nine months in the year were made on 585 vessels; his sales amounted to 356 volumes, and he distributed 3,190 tracts.

GOTHLAND, WISBY, BUTTLE.

In the three months of October, November and December, 1873, old JOHN LINDELIUS visited 21 vessels, spoke with 88 seamen and was able to labor for Christ in 57 families, with 259 persons. He distributed, also, 800 tracts and in various meetings made exhortations. He closes this, as all other communications, with the heartiest expressions of good will for the SOCIETY, and its work.

Denmark.

BORNHOLM.

Rev. P. E. RYDING, in the quarter from July 1st to September 30th, 1873, was on this island, at Rønne and Nexø, preaching, distributing tracts, visiting Sunday-schools, catechizing the children, and reports that many sea-faring-men also were happy to hear of the way of life, in attendance upon chapel services. He had distributed among them, many tracts and books, which they carry with them to their families, on their journeys home. At Rønne, August 5th, the Sabbath-school with which he is connected, had a truly American picnic in the woods, of which he speaks with gratification.

ODENSE.

In the quarter ending December 31st, 1873, Rev. F. L. RYMKER visited 218 ships, and 970 houses, holding 26 meetings, selling 71 bibles and 286 testaments, besides distributing 4,250 pages of tracts. In the year 1873, he traveled 624 miles, visited 609 ships, and 2,527 houses, held 114 preaching services and 47 prayer-meetings, sold 213 bibles and 517 testaments, besides distributing 18,750 pages of tracts. This labor was performed in Odense, Nyborg, Middlefort, Fredericia, Kolding, Veile, Horsens, Aarhms and Faäborg, all sea-ports.

 Genoa Harbor Mission.

Rev. DONALD MILLER transmits to us copious extracts from the journal of the colporteur in that harbor, from 1st May to 31st October, 1873. We regret that we can only print the statements which declare in general terms what the relations and issue of his labors have been, as he went from vessel to vessel—for the details are interesting to a degree that is not often equalled, in the progress of religious effort. Rev. Mr. MILLER says: "During these six months, he has boarded 938 vessels; offered the scriptures and religious books to 12,500 emigrants, besides sailors and laborers, sold 35 bibles, 185 testaments, 896 books and pamphlets, distributed 313 tracts, 132 portions of scripture, 657 illustrated children's papers and 4 testaments. The most of these were, of course, Italian, but some were Spanish, French, German, Swedish, and a few were English. All were sold on shipboard."

Rev. Mr. MILLER closes: "It is gratifying to be able to add that the colporteur has on various occasions received encouragement from British seamen, who have not only looked over his stock of books with an approving 'bono,' 'bono,' but have bought several Bibles from him. And it is deeply interesting to think that from time to time encouragement should also come from Spanish

Evangelicals,—the Italian and the Spaniard, alike sons of down-trodden, priest-ridden lands, joining hands over the Bible and rejoicing together in the liberty wherewith Christ hath made them free. God be thanked for such streaks of light, faint though they be. They tell us that the night is passing, and day about to dawn, that glorious day when God's promise to his church will be fulfilled—*'the abundance of the sea shall be converted to thee, the forces of the Gentiles shall come to thee.'* Let God's people think of sailors, to whatever nationality they may belong, remembering that the church is perhaps as much dependent on their agency for the evangelization of the world, as they are dependent on the church's efforts for their conversion. Let them pray that the church in all her branches, may be aroused to a deeper sense of her duty towards them, and that a rich and effectual blessing may descend on the means and agents now employed to bring these 'men of the sea' to Christ, and to enlist them as the Church's divinely appointed auxiliaries, in the dissemination of the gospel."

 Marseilles, France.

Rev. GORDON THOMPSON, writing January 26th, 1874, says: "The number of American ships visiting Marseilles is largely on the increase. For the year 1872, there were 14 ships only. There were for the past year, 42, and there is every prospect of a still further increase for the present year. The men can avail themselves of the "Sailors' Club," but still there is much to be wished for in my work among them. The crews of the American ships are generally composed of such a mixture of nations, that the difficulties of getting among them are very great. There are, however, incidents which show that labor is not in vain. And we always feel that if God is patient and long suffering, much more should his servants be.

"I often think how much could be done by one truly religious ship's crew, visiting from port to port, meeting daily for prayer, and setting personal examples during their stay in harbor.

"What sailors really feel, is the force of example from men of their own class. Would that one firm of owners alone, could be found seeking for such men, and helping them by every means in their power—it would indeed be a missionary church, sowing beside all waters, seed that must in time bear good fruit. We toil hard with the men. I wish that those who have the opportunity would labor also with the owners, the heads."

Honolulu, S. I.

Rev. Dr. S. C. DAMON writes us 4th December, 1873, of an interesting conversion to Christ, as follows: "We are now in the midst of our busy shipping season, having had more whale ships than usual. I was delighted a few days since to meet an intelligent German sailor, belonging to the city of New York, who remarked that the Lord Jesus Christ had found him in the Atlantic ocean. He gave a most satisfactory account of his religious experience and conversion, saying that it was the result of bible reading and reflection upon God's dealings with him. He has a mother and brother residing not far from your office. How strange that a young man should leave a city of churches, go to New Bedford where he was furnished with a bible, and go far away around Cape Horn to the Arctic ocean, and that there he should be found by the Saviour of lost sinners."

The Boston Seamen's Friend Society.

Our friends in Boston are about to construct their large church and build on the same site a commodious SAILORS' HOME to replace the one sold on Purchase street. There is to be church, chapel, reading-room, reception-rooms, chaplain's study all under the same roof

with the HOME, though entirely separated. The commerce of Boston is rapidly increasing, and a new interest should be awakened in behalf of seamen. No subject appeals more directly to the sympathies of a Christian people when properly presented, but late years, the war, our crippled marine and other circumstances have had an unfavorable effect on the cause generally. The people need to feel not only a vital interest in these men and their physical and spiritual wants, but also and especially to see how inseparable are the labor and the peril, and the very sacrifice it may be of these men to our national character and our material prosperity. And all this is so removed from the popular view that there is needed alongside of Capt. Bartlett's invaluable work at the hospital and the tale which he tells so effectually, broad views of our national commerce and all the mighty interests it involves.

Then means will be supplied to prosecute our seamen's work, so vital to the Christian civilization of the world.

H.

We append the following from the *Congregationalist* of the 12th inst.

"The time having come when the meeting-house of the Salem and Mariner's Church, on the corner of Salem and North Bennett Streets, is to be taken down to make room for a building which shall comprise both church and sailors' home, the closing services were held last Sabbath. In the morning, the pastor, Rev. S. H. HAYES, preached a historical discourse; the communion was observed in the afternoon, and in the evening a memorial prayer-meeting was held. The occasion was one full of interest, and many of the members of the church in former days were present, among them Dr. BLADGEN, who was pastor for nearly six years, and Rev. J. H. TOWN, his successor. A memorial volume is to be published, containing the historical discourse, which occupied one hour and twenty minutes in rapid delivery, and a

part of the records of the church. Those who can furnish items of interest may address Rev. E. P. THWING, 55 Cornhill, Boston.

Portland, Me.

A young Swedish sailor, five years ago, was persuaded to attend the sail-loft prayer-meetings of the Young Men's Christian Association of Portland, Me., where he was led to Christ. He recently visited Portland, having in the meantime become a preacher, and a missionary to his countrymen in Providence, R. I. While there he preached to large congregations of Scandinavians, gathered in the rooms of the Association, and twenty were led to serious inquiry. He has been greatly successful in connection with his mission work in Providence, and members of nearly every Swedish family in the city attend his regular meetings, which have been full of interest.

New York.

C. A. BORELLA, *Missionary*.

We give to our readers the following interesting report:

"In forwarding a brief report of my labors for the past year as your missionary among the men of the sea, it is with gratitude that I am again permitted to speak of the loving kindness of the Lord.

Besides laboring daily at the sailors' Home, I have visited other boarding-houses and vessels, and also the hospitals, distributing bibles, tracts and other religious reading matter, &c., &c.

While I have had discouragements, I am thankful that I can point to many tokens of the divine favor, in those who have been hopefully converted, having received the gospel, not as the word of man, but as it is in truth, the word of God. Their love to Christ, and dependance on Him for salvation are evinced by their obedience to his precepts. They bring forth fruits meet for repentance. Their constant attendance on the public worship of God, the readiness with which they enter into

conversation on personal religion, the frankness with which they confess their faults and mournover the discoveries of inward depravity,—their observance of family worship,—in short their changed conduct, conveys to my mind the fullest impression of their being true Christians. I rejoice to look upon them as proofs of the mercy and faithfulness of God.

During the month of November three seamen (two Scotch and one Hollander) gave evidence of true conversion, during their stay at the Sailors' Home. . . . Besides the letter lately published in the SEAMEN'S MAGAZINE for November, written by Mr. Plummer, second mate of the ship *Dauntless*, I have from time to time received letters from others speaking of their progress in religion and wishing to be remembered at the throne of grace, and to the pastor (Rev. Dr. Hopper), who is very popular with seamen.

The attendance in the Church of Sea and Land is in general good, about half of which are seamen and their families, from January to October thirty-four souls have been added to the church. . . . The Sabbath-School is in a most promising condition. . . . The weekly temperance meeting is doing good work, upwards of four hundred have been added to the list of total abstainers since the opening of this year.

The prayer and conference-meeting at the church, and at the SAILORS' HOME, with the family worship held every morning and evening have been of deep and abiding interest: much good is owing to these meetings.

It is with gratitude I acknowledge the kindness of the SEAMEN'S FRIEND SOCIETY and other Christians who through me have aided the seamen's poor in this neighborhood, as it not only gives me the privilege of helping the distressed, but makes my approach to the hearts of such people very easy.

Humbly do I pray that the cause of Christ may prosper and increase a hundred fold.

New York, January 1st, 1874."

"Among Our Sailors."

We have awaited with interest, and welcome with satisfaction, this new book by Dr. J. G. JEWELL, late United States Consul at Singapore, from the press of Harper & Bros., New York. It more than fulfills the expectation we had been led to form concerning it, as a needed and faithful exhibition of the nature, condition and circumstances of sea-faring life, especially on American merchant vessels. In the range, variety and freshness of its information upon everything connected with that life, and as to the whole shipping interest, so far as its *personnel* is concerned, it is the first and only book which presents in compact shape very many facts, which ought to be easily accessible to the reading public. The style of the book is such, moreover, that whoever consults it for facts, will be likely to read it through for mental gratification. We count it a good adjunct in our own special work, and mean to devote several pages of the SAILORS' MAGAZINE, in a future number, to its further consideration.

Sailors' Home, 190 Cherry Street.

Mr. ALEXANDER reports one hundred and eighteen arrivals at the HOME during the month of January. These deposited with him \$1,078, of which \$150 were sent to the Savings Bank, \$550 to relatives and the balance returned to the depositors.

In the same time eighteen men were sent to sea without advance and two were sent to the hospital.

Family worship has been regularly maintained, and the Saturday evening meetings are of unusual interest.

Rev. Mr. RULLIFFSON (assisted by Mrs. Swanson) has established a Wednesday evening bible class which promises to be both attractive and useful.

Position of the Principal Planets for March, 1874.

MERCURY is an evening star until the evening of the 18th, at 9h. 17m., when it

is in inferior conjunction with the sun; after which it is a morning star; is at its greatest elongation east on the 2d, at 45m. past noon, being then $18^{\circ} 21'$ away from the sun; is stationary among the stars on the evening of the 8th, at 10h. 57m., and also on the morning of the 31st, at 8h. 6m.; is in conjunction with Venus on the morning of the 15th, at 42m. past midnight, being $5^{\circ} 22'$ north; is in conjunction with the moon on the evening of the 17th, at 10h. 13m., being $7^{\circ} 23'$ north.

VENUS is an evening star, setting on the 1st at 5h. 52m. and $10^{\circ} 40'$ south of west; is in conjunction with the moon on the morning of the 18th, at 8h. 34m., being $1^{\circ} 42'$ north.

MARS is an evening star, setting on the 1st at 8h. 40m. and $7^{\circ} 51'$ north of west; is in conjunction with the moon on the morning of the 20th at 1h. 48m., being $42'$ north, at which time it is eclipsed to all persons situated on the earth between the parallels 8° north and 79° south.

JUPITER crosses the Meridian on the morning of the 1st at 1h. 23m., being $1^{\circ} 51'$ north of the Equator, is twice in conjunction with the moon during this month. The first time on the morning of the 4th, at 7h. 20m., being $1^{\circ} 49'$ south, and then again on the morning of the 31st, at 6h. 19m., being $2^{\circ} 5'$ south; is in opposition with the sun on the forenoon of the 17th, at 9h. 42m., at which time it is at its greatest brilliancy.

SATURN is a morning star, rising on the 1st at 5h. 17m. and $24^{\circ} 41'$ south of east; is in conjunction with the moon on the evening of the 14th at 6h. 46m., being $4^{\circ} 46'$ north.

Prof. R. H. B.

N. Y. University.

Total Disasters in January, 1874.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month is 38, of which 22 were wrecked, 6 abandoned, 2 foundered, and 8 are missing. They are classed as follows: 3 steamers, 6 ships, 7 barks, 2 brigs, and 20 schooners, and their total value, exclusive of cargoes, is estimated at \$924,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w*, were wrecked, a abandoned, *f* foundered, and *m* missing.

STEAMERS.

Ravenworth Castle, *w*. from Baltimore for Leith.
 Sherman, *f*. from New York for New Orleans.
 Diana, *w*. from San Francisco for Puget Sound.

SHIPS.

Industrie, *m*. from Pensacola for Greenock.
 Charger, *w*. from Manila for Cebu.
 River Krishna, *w*. from San Francisco for Liverpool.
 Calumet, *w*. from Calcutta for Boston.
 Panther, *w*. from Nanaimo for San Francisco.
 Geo. Kendall, *a*. from Pensacola for Cardiff.

BARKS.

Polly, *a*. from Pensacola for Liverpool.
 De Geer, *m*. from Baltimore for Queenstown.
 Tre Amici, *m*. from Caghari for Boston.
 Anna Colbjornsen, *a*. from Doboy for Greenock.
 Heroine, *m*. from Matanzas for Baltimore.
 Paolo Schiaffino, *w*. from New York for Queens-town.
 Zarah, *a*. from Pensacola for Swansea.

BRIGS.

Fede in Dio, *m*. from New York for Queenstown.
 Navarino, *w*. from Inagua for Boston.

SCHOONERS.

Ellida, *w*. from Coos Bay for San Francisco.
 Guy R. Phelps, *a*. from Savannah for N. York.
 Eliza S., *w*. from Cornwallis for New York.
 Johann Anton, *m*. from Rio Janeiro for New York.
 Franklin, *w*. for Bucksport.
 Mary Wheeler, *w*. from Charleston for Beaufort, N. C.
 Western Light, *w*. (Fisherman.)
 R. P. Reynard, *w*. from Boston for N. Orleans.
 Osceola, *m*. from Timber Cove for S. Francisco.
 Lizzie R., *m*. from New York for P. Caledonia.
 Ida S. Burgess, *a*. from Savannah for Providence.
 Sabao, *w*. from Port Spain.
 Sea Bird, *w*. from New York.
 Sassamon, *w*. (Fisherman.) of Kittery, Me.
 Siam, *w*. from Elizabeth, Cy., for Wilmington, N. C.
 Franklin Rogers, *f*. from Chatham for Boston.
 Oceania, *w*. from Boston for Portland.
 Harriet Lewis, *w*. from Wickford, R. I. for New York.
 Enos Briggs, *w*. from Baltimore for Fall River.
 Fred Locke, *w*. from Boston for Lockeport, NS.

Receipts for January, 1874.

MAINE.

Bath, A friend for memorial library... \$20 00
 Central Cong. church, S. S., for lib'y... 42 32
 Hallowell, S. K. Gilman... 1 00
 Kennebunk, A. A. Worth... 1 00
 Lincoln, J. H. Crosby, for library... 20 00
 North Vassalboro, Joseph White... 4 00
 York... 2 00

NEW HAMPSHIRE.

Manchester, T. G. Sweat's S. S. class, for library... 20 00
 J. P. Newell's S. S. class, for lib'y... 20 00
 Marlboro, Cong. church... 10 00
 Temple... 6 00

MASSACHUSETTS.

Boston, G. Edmunds... 5 00
 Chelsea, Winnissimmet church... 39 95
 Chicopee, Miss S. J. Sherman... 1 00
 Cohasset, Cong. church... 19 53
 East Bridgewater, M. E. church... 6 83
 Two Friends, for Destitute Seamen... 50 00

East Orleans, Miss S. Sparrow... 1 00
 Falmouth, M. R. Fish... 1 00
 Harvard, Cong. church... 28 75
 Ipswich, 1st Cong. church... 46 00
 Lanesville... 3 08
 Lawrence, Mrs. B. Coolidge... 2 00
 Lowell, Jacob Rogers, for library... 20 00
 A. L. Brooks, for library, additional... 15 00
 Mansfield, Cong. church... 11 53
 Medway Village, Cong. church... 17 70
 Montague, Eli Moody... 1 00
 Newburyport, Bellville, \$20 for library... 75 23
 Anon, L. P. H... 10 00
 New England Village, Mrs. Harriet Meriam... 1 00
 North Amherst, additional... 7 00
 North Andover, Cong. church... 25 00
 North Bridgewater, Anon... 3 00
 North Brookfield, 1st Cong. church... 12 31
 Peabody, Geo. P. Tilton... 1 00
 Petersham, Union Ortho. Cong. ch... 12 00
 Pittsfield, John Tatlock... 2 00
 Plympton, Cong. church... 4 00
 Rockport... 41 68
 Roxboro, Cong. church... 15 00
 Royalston, Miss Candace Brook... 20 00
 Shrewsbury, Cong. church... 18 00
 Thos. W. Ward... 5 00
 South Easton, Cong. church... 21 28
 South Wellfleet, A. F. Paine... 1 00
 Uxbridge, Williard Judson... 2 00
 Ware, 1st Cong. church... 6 00
 Westchesterfield, Richard Clark... 5 00
 West Medway, Cong. church... 35 70
 Winchenden, Widow's Mite... 1 00
 Winchenden, Cong. church, \$40 for lib's... 149 00
 Worcester, A. Friend... 2 00
 Salem Street church, to const. S. M. Kendall, L. M... 30 34
 Union Cong. church... 94 12

RHODE ISLAND.

Westerly, W. F. Sheffield... 1 00

CONNECTICUT.

Chester, C. N. Smith, for library... 20 00
 Miss E. N. Smith... 5 00
 Clinton, Capt. Levi Hull... 1 00
 Colchester, Cong. church, of which S. S., in part, for library, \$9... 28 34
 East Hartford, D. P. Williams... 50
 Ellington, S. S., Cong. church... 10 00
 Glastenbury, Frederick Welles, \$30, church of Rev. A. S. Chesborough, to const. himself, L. M... 30 00
 Greenwich, Israel Peck... 5 00
 Edwin Lyon... 10 00
 Groton, Mrs. B. A. Copps... 5 00
 Capt. B. Ellison... 5 00
 Guilford, Plymouth Cong. church, to const. Jno. M. Buckingham, Geo. L. Tibbals, and Wm. B. Bristol, L. M's... 94 00
 1st Cong. church... 11 00
 Hartford, Miss Mary C. Bemis, lib'y... 20 00
 Higganum, Selden Gladwin... 10 00
 Lebanon, William Huntington... 1 00
 Millington, Cong. church... 10 00
 New Haven, Margaret H. Townsend, for library... 20 00
 New London, 1st Cong. church... 95 77
 North Haven, Cong. church S. S., lib'y... 20 00
 Norwalk, Mrs. M. B. Hubbell... 1 00
 1st Cong. church, of which \$30, to const. Jos. W. Fairbanks, L. M., and Rev. S. B. S. Bissell, \$30 to const. Morrie Jessup Bissell, L. M... 85 50
 Norwich, 1st Cong. church... 68 00
 Plymouth, " " add'l... 1 00
 Rocky Hill, Cong. church S. S... 10 50
 Sharon, Mrs. A. M. Cowles... 1 00
 South Britain, Dr. N. C. Baldwin... 3 00
 C. Le Roy Mitchell... 5 00
 Southbury, C. G. Bostwick... 5 00

Southport, Cong. church.....	103 27	C. S. Smith.....	25 00
Cong. church S. S., for library.....	20 00	J. Van Wagenen.....	25 00
Stonington, N. P. B.....	2 00	Mrs. Horace Holden.....	20 00
Stratford, Mrs. Geo. H. Spall's S. S. class, for library.....	20 00	Mrs. S. Bartholomew.....	50 00
Talcottville, Cong. church, of wh. \$30 to const. H. Gardner Talcott, L. M.	42 14	Miss Oothout.....	10 00
Westbrook, Elihua Chapman.....	10 00	Mrs. L. P. Siebert.....	10 00
West Killingly, Amy C. Bacon.....	1 00	William Mathews.....	250 00
Woodbury, Mrs. C. P. Churchill.....	5 00	Ludlow Patton.....	5 00
Wolcott, Cong. church.....	6 00	Parker Handy.....	20 00
NEW YORK.		C. A. Davison.....	50 00
Adams, M. E. church.....	6 50	Mrs. B. Wakeman.....	150 00
Pres. church.....	3 85	Turner Bros.....	25 00
Bap. " S. S., for library.....	22 00	Thomas Cochran.....	25 00
Amsterdam, W. J. Blain.....	3 00	L. P. Stone.....	10 00
Brooklyn, Miss E. Spoford, for lib'y.....	20 00	William Barbour.....	10 00
Buffalo, Rev. F. Frothingham.....	25 00	Samuel Coulter.....	5 00
H. M. Kent.....	10 00	Mrs. A. C. Kip.....	20 00
F. Gridley.....	10 00	Wm. W. Kip.....	20 00
B. F. Sherman.....	25 00	North Bergen, S. S., Pres. ch., lib'y...	20 00
Mrs. S. G. Haven.....	10 00	Orient, Cong. church.....	15 01
Morris Butler.....	10 00	Cong. church S. S., for library.....	20 00
Geo. R. Potter.....	10 00	Parma Centre, Pres. church.....	8 72
S. S. Guthrie.....	10 00	M. E. church.....	4 18
Barnes & Bancroft.....	15 00	Free M. E. church.....	3 00
Byron, Pres. church.....	13 12	Pattersonville, John Marlett.....	1 00
Canandaigua, Mrs. E. E. Coleman.....	10 00	Peekskill, Union Meeting, per J. B. Thompson, D. D.....	30 00
Cazenovia, Rev. Dr. Torrey.....	1 00	Rhinebeck, T. H. Suckley.....	25 00
Deansville, Cong. church.....	9 00	Rochester, Mrs. Sandford.....	2 00
Fairport, Miss Ross.....	50	A Friend.....	3 00
Fort Plain, Ref. church.....	1 00	Saugerties, Mrs. M. Kiersted, to const. Oscar A. Douglass, of Colton, St. Laurence Co., N. Y., and John Pa- len, Cairo, Green Co., L. M's.....	100 00
Fulton, Pres. church.....	28 52	Skaneateles, Bap. church, for lib'y...	20 00
M. E. church.....	10 00	Pres. church.....	12 48
Geo. Salmon.....	20 00	A Friend.....	2 00
Harlem, John Fawcett.....	5 00	Syracuse, Mary and Bessie Townsend, memorial library, Capt. Robert Townsend.....	20 00
Hudson, A. M. Wells.....	10 00	Tarrytown, E. B. Cobb.....	20 00
Jordon, Pres. church.....	3 05	Yonkers, Wm. H. King.....	3 00
M. E. church.....	6 40	NEW JERSEY.	
Middletown, 2nd Ref. church, Rev. O. Beattie.....	5 00	Bridgeton, Rev. H. H. Beadle.....	1 00
Morrisville, A. B. De Forest.....	1 00	Elizabeth, S. Shindler.....	10 00
New Hamburg, Mrs. Sarah Millard.....	1 00	Morristown, W. L. King.....	50 00
New Lebanon, Mrs. C. L. Churchill.....	1 00	1st. Pres. church, additional.....	5 00
New York City, Washington Heights, Mrs. G. B. Grinnell.....	100 00	Newark, 2nd Pres. church, additional.....	15 18
S. S., Broadway Tabernacle, lib's.....	50 00	New Brunswick, 2nd Ref. church.....	38 50
S. S., Dewitt Mission Band, Ref. ch., 29th Street, cor. 5th Ave., lib's.....	40 00	Orange, 2nd Pres. church, to const. Rev. Geo. L. Bishop, L. D., \$100.....	110 87
Capt. Forbes, bark <i>Cyclone</i>	5 00	Plainfield, Rev. Lewis Bond.....	2 00
A. M.....	5 00	Mr. Ira Pruden.....	5 00
J. T. Sheaf.....	5 00	Somerville, Mrs. R. H. Garretson.....	5 00
J. L. Schiefflin.....	5 00	Springfield, S. S., 1st Pres. ch., lib'y...	20 00
A Friend.....	10 00	Trenton, Geo. S. Grosvenor, lib'y.....	20 00
Capt. Bartlett and Officers, bark <i>Temple</i>	9 00	PENNSYLVANIA.	
Anon.....	1 00	Beaver, J. A. Swaney, D. D.....	1 62
Capt. Smith, bark <i>Walter Smith</i>	4 00	Mercersburg, D.....	5 00
Washington Square Ref. church, of wh. Prof. B. N. Martin's family, for library, \$20.....	60 00	Pittston, James Wells Ely.....	2 00
James Lenox.....	150 00	Pleasantville, Mr. and Mrs. J. Noyes.....	2 00
S. Humphreys.....	50 00	York, Samuel Small.....	25 00
G. G. Williams.....	10 00	DELAWARE.	
E. N. Tailer, Jr.....	5 00	Wilmington, Miss M. S. Boyd.....	5 00
Cash, \$10; H. R. K., \$1.....	11 00	MARYLAND.	
Wm. F. Lee.....	5 00	Baltimore, Henry C. Turnbull (Au- burn).....	10 00
II. P. M., \$5; Cash, \$10.....	15 00	Norbeck, The Sycamores.....	5 00
Mrs. Lisenpard Stewart.....	20 00	DISTRICT OF COLUMBIA.	
Walter Edwards.....	15 00	Washington, Mrs. C. A. Jewell.....	5 00
A. A. Low & Bro.....	100 00	VIRGINIA.	
Warburton, Bonyng & Underhill.....	10 00	Culpeper, J. P. Wiggins.....	50
Alex. Van Rensselaer.....	25 00	ILLINOIS.	
G. C. Ward.....	50 00	Belvidere, H. W. Avery, Sen.....	2 00
Norman White.....	10 00	IOWA.	
S. T. Richards.....	5 00	Grinnell, W. N. Ford.....	2 00
Anson Phelps Stokes.....	25 00	Keosauqua, Rev. John W. Windsor... ..	1 00
Samuel Wilde.....	10 00		
F. A. Palmer.....	10 00		
Morton, Bliss & Co.....	100 00		
Jared Linsly, M. D.....	10 00		
Wm. Whitlock, Jr.....	20 00		
Moses Cristy.....	10 00		



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"The Lord God is a Sun."

Some children think the Word of God is meant only for grown people. They suppose a child need not try to read it, for, if he did, he would not be able to spell the words, nor tell what they mean. Now, little folks, just look at the verse that stands at the head of this article. There is not a long word in it. It came from the pen of one of the best men of olden times, and he wrote just as God told him to. Many more like it may be found in the Bible.

Even a child may learn a great deal by thought. So let us think a while, and see if we cannot find out something of what our text means. What does the sun do? It makes things grow; it casts light and joy on all things; it gives warmth and comfort; it gives beauty and life. Of the sun come all earth's pleasant things. Should the sun set to rise no more, a dreary waste would our world soon become.

"The Lord God is a sun." "From *Him* cometh every good and perfect gift." He made the sun, and it is only His will that the sun performs. But it is those who have God's love in their hearts who best can tell how God is a sun. I will tell you how, by the story of a flower-root.

In the beginning of winter I put a root deep in the ground. Through all the

long cold days it lay there. Those who did not know might have thought it was dead.

But when spring came the rays of the warm sun struck through the earth to the root. Then came up the green shoots. The sun smiled on them, and caused the gentle flowers, with their lovely colors, to come forth. Just so roots or seeds are planted by friends in the heart of some dear child. The sun of God's love comes, in the course of time, and warms them till they bud, and grow, and bloom. And, oh! these blossoms of early love from a young heart are lovelier far than the fairest of earth's flowers. Pray, my young friends, that God may be a sun to your hearts.

I will tell a story of a bird. This, too, may show you the power of the sun, and help to show what the text means.

A friend was walking out one cool day. She saw a bird that seemed to be dead. It lay in the shade, close to the wall of the house. She picked it up, and placed it where the full light of the sun could fall on it. She watched it, and soon saw its foot move, then its eyelid, and it was not long before it was on its wings, high up in the air! The next day we heard it sing.

So does the power of God warm a dead soul to life, and songs of praise must break forth from the lips of a new-made child of God.

LIBRARY REPORTS.

During January, 1874, ninety-two libraries (fifty-three new and thirty-nine refitted) were sent to sea from our Rooms, at New York and Boston. The new libraries were Nos. 4312, 4313, 4315, 4316, 4320-30, inclusive, 4332, 4334-36, inclusive, with 4339-44, inclusive, at Boston; and Nos. 4906-33, inclusive, at New York, the list being as follows:

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
4312..	F. G. Sweet's S. S. class, Manchester, N. H.	Steamer Worcester.....	Savannah	30
4313..	Dea. C. E. Conant, Winchester, Mass.	Schr. U. B. Fisk.....	New Orleans.....	8
4315..	Mr. Heminway's S. S. class, Winchester, Mass.	Bark S. R. Bearce.....	South America....	12
4316..	Jacob Rogers, Lowell, Mass.	Ship Formosa.....	Melbourne.....	20
4320..	Central church S. S., Bath, Me.	U. S. Ship Brooklyn.....	_____	400
4321..	A. L. Brooks, Lowell, Mass.	“ “ Franklin.....	_____	600
4322..	Susan Payson, Foxboro, Mass.	“ “ “.....	_____	600
4323..	Cong. church S. S., Wellfleet, Mass.	“ “ “.....	_____	600
4324..	Central church S. S., Bath, Me.	Ship Daniel Massey.....	Valparaiso, S. A..	25
4325..	Mrs. A. L. Brooks, Lowell, Mass.	Bark Isaac Lincoln.....	Bombay.....	12
4326..	Mrs. C. B. Eastman's S. S. class, Marlboro, N. H.	Bark Fannie Skofried...	West Indies.....	8
4327..	S. W. Stickney, Lowell, Mass.	Schr. Lagano.....	“ “.....	8
4328..	C. T. Williams, Cambridge, Mass.	Ship Edgar.....	Europe.....	20
4329..	Stephen Kenrick, Franklin, N. H.	Brig Example.....	“ “.....	15
4330..	Miss M. C. Bemis, Hartford, Conn.	Ship Jean Inglew.....	Bombay.....	20
4332..	Cong. church S. S., Dundee, Ill.	Schr. Henry A. Burnham	West Indies.....	8
4334..	S. S., Pres. church, North Bergen, N. Y.	Ship Pilgrim.....	Hong Kong.....	22
4335..	S. S., Cong. church, Orient, L. I.	Bark Frances.....	Melbourne.....	18
4336..	Mrs. G. H. Spall's S. S. class, Cong. church, Stratford, Conn.	Ship Triumphant.....	San Francisco.....	31
4339..	S. S., Central Pres. ch., Summit, N. J.	Bark David Chapin.....	Trinidad.....	10
4340..	Infant class, 1st. Ref. church S. S., New Brunswick, N. J.	Ship Sea Gull.....	Africa.....	14
4341..	H. Barras' class, Bethesda S. S., Reading	Bark Warren Hallett.....	Cape de Verde.....	19
4342..	Mrs. G. M. Wilkins, 5 W. 49th St., N. Y.	Bark Jas. E. Pendleton.	Calcutta.....	20
4343..	A. G. Stilwell, Providence, R. I.	Ship Soolo.....	Melbourne.....	25
4344..	"Monteath Library No. 2," Albany, N. Y.	Ship Pride of the Sea...	San Francisco.....	20
4906..	S. S., Ref. church, Syracuse, N. Y.	Bark Kestrel.....	Buenos Ayres.....	14
4907..	S. S., 1st Pres. church, Bloomfield, N. J.	Bark Cardenas.....	Havana.....	10
4908..	H. W. Mitchell's Bible class, S. S. Pres. church, Rome, N. Y.	Bark Ellsworth.....	Melbourne.....	16
4909..	Samuel Milliken, Jr., Plainfield, N. J.	Ship Star of Hope.....	San Francisco.....	20
4910..	S. S., Pres. church, Port Byron, N. Y.	Schr. D. M. Anthony.....	Cadiz.....	10
4911..	Theresa S. Weaver, Allentown, Pa.	Bark Cyclone.....	Havre.....	10
4912..	S. S., Central Bap. ch., Syracuse, N. Y.	Bark James E. Ward.....	“ “.....	10
4913..	S. S., Pres. church, Owego, N. Y.	Bark Mary.....	Montevideo, S. A.	12
4914..	Mrs. L. R. Marshall, Natchez, Miss.	Bark Templar.....	Leghorn.....	13
4915..	Mrs. Parker Handy, 22 W. 10th St. N. Y.	Bark Benefactor.....	Yokohama.....	24
4916..	S. S., Pres. church, Boonville, N. Y.	Bark Grenada.....	Cuba.....	10
4917..	E. W. Bliss, New York City.	Ship Gen. McClellan.....	San Francisco.....	30
4918..	Simeon Lester, New Rochelle, N. Y.	Bark Metis.....	Sydney, N. S. W..	12
4919..	S. S., Cong. church, North Haven, Ct.	Brig Walter Smith.....	Montevideo, S. A.	12
4920..	James Whittleton, Walworth, N. Y.	Bark Harry Buschmann	Marseilles.....	11
4921..	S. S., Cong. church, Greeneville, Conn.	Ship Emily Farnum.....	Callao, S. A.....	21
4922..	S. S., South Cong. church, Bridgeport, Conn.	U. S. S. Putnam.....	U. S. Light House Supply.....	14
4923..	A. S. Pelton's S. S. class, Cong. church, Clinton, Conn.	Schr. A. Heaton.....	Leghorn.....	12
4924..	Geo. S. Grosvenor, Trenton, N. J.	Schr. Mabel Thomas.....	Cardenas.....	9
4925..	S. S., 1st Pres. church, Springfield, N. J.	Ship Black Hawk.....	San Francisco.....	22
4926..	Dewitt Mission Band, Coll. Ref. Dutch church, 29th St., and 5th Ave., N. Y.	Ship Helen Clinton.....	New Orleans and Europe.....	22
4927..	Dewitt Mission Band, Coll. Ref. Dutch church, 29th St., and 5th Ave., N. Y.	Bark Sierra Nevada.....	Melbourne.....	15
4928..	Mrs. Margaret H. Townsend, New Haven, Conn.	Bark Henry L. Gregg.....	Matanzas.....	10
4929..	Geo. Salmon, Fulton, N. Y.	Bark William Gifford.....	Australia.....	14
4930..	S. S., Cong. church, Southport, Conn.	Steamer Virgo.....	Savannah.....	—
4931..	S. S. Miss. Asso. Broadway Tabernacle church, New York.	Ship Adolphus.....	Liverpool.....	20
4932..	S. S. Miss. Asso. Broadway Tabernacle church, New York.	Bark Sunny Region.....	Antwerp.....	13
4933..	S. S. Miss. Asso. Broadway Tabernacle church, New York.	Brig William Mallory..	Galveston.....	10

The thirty-nine libraries refitted and reshipped were :

No. 592, on schr. *Avon*, for Bahia ; No. 950, on schr. *Gov. Goodwin*, for Gaudaloupe ; No. 1,537, on schr. *Porto Plata*, for Hayti ; No. 1,821, on brig *Mary Ida*, for Santander ; No. 1,834, on schr. *J. M. Morales*, for Jacmel ; No. 1,907, on schr. *Silver Star*, for Para ; No. 2,120, read with interest, gone to Barbadoes on schr. *J. M. Morales* ; No. 2,275, books read with good results, gone to Europe on ship *Livingstone* ; No. 2,488, on brig *Mary Celeste*, for Laguayra ; No. 2,837, much read, gone to Spain on brig *Tropic Bird* ; No. 2,982, on schr. *J. Lenthal*, for St. Augustine ; No. 3,106, read with profit, gone to Rio on brig *G. M. Jones* ; No. 3,330, read by several crews with interest, gone to Kingston on brig *M. E. Rowland* ; No. 3,589, on brig *Oromocto*, for Liverpool ; No. 3,625, on schr. *Washington*, for Indianola ; No. 3,635, on brig *Anglo*, for Demarara ; No. 3,697, read by several crews with interest and profit, gone to Havana on bark *J. Griffin* ; No. 3,804, on brig *W. Dobson*, for Laguayra ; No. 3,808, read with interest, gone to Rio Grande on brig *Elba* ; No. 3,945, on schr. *H. P. Blaisdell*, for Sagua ; No. 3,981, on schr. *Rescue*, for Jamaica ; No. 4,104, on schr. *B. L. Eaton*, for Pernambuco ; No. 4,197, read with good results, gone to Europe on bark *M. Lawton* ; No. 4,226, on brig *Sophia*, for Aux Cayes ; No. 4,283, books read with profit, gone to New Orleans on schr. *A. M. Allen* ; No. 4,296, read with interest, gone to Cardenas on bark *E. A. Cochran* ; No. 4,426, has been a voyage to the Pacific, books read with interest, gone to Cuba on brig *Charlotte* ; No. 4,437, on schr. *Kate M. Hilton*, for New Orleans ; No. 4,463, on brig *C. Bertha*, or Havana ; No. 4,467, read with interest and profit by several crews, gone to Cardenas on brig *S. L. Merritt* ; No. 4,566, books read and appreciated, gone to Curacoa on brig *Thetis*.

No. 114, returned much used, 13 books missing, the rest in good condition ; has

been at sea 14 years in different vessels ; last account of it was ten years ago ; brought back on bark *J. E. Pendleton* ; No. 2,366, returned in good condition and gone to West Indies on bark *Sarah Hobart*, 10 men ; No. 3,242, returned in good condition and gone to West Indies on schr. *Emeline* ; No. 3,277, books much read, refitted and gone to West Indies on brig *Wenfield*, 10 men ; No. 3,472, returned, books much read, gone to Galveston on schr. *Benjamin*, 8 men : No. 4,012, returned from the West Indies in good condition and gone to sea on brig *A. G. Jennett*, 8 men, for Norfolk, Va. ; No. 4,334, heard from, books much read by officers and crew, is on bark *Lucy D.*, at sea.

BOSTON, January 25th, 1874.

Rev. S. W. HANKS :

Dear Sir :—Library No. 4,311* put on board my vessel previous to her leaving Boston, has been read with interest by all hands. The books are excellent, those on the temperance question are the best I have seen, and are calculated to counteract the evil influences of those who so often lead the unsuspecting sailor astray. Your Society is doing a great work ; greater, I think, than we can conceive, and I have often wished the donors could look as I have on the faces of those brave fellows as they sit reading the books with the greatest attention, I am convinced that they would feel that they had given their money in a worthy cause.

I love to assemble my men with me in the cabin, to talk of a Saviour's love, and am rejoiced to see how ready they are to come. The sailor has a tender heart. He is sensitive to kindness, and in nine cases out of ten, an encouraging word will go further to restore order on board of any ship, than all the coarse brutal language that can be uttered. When we sailed from Boston, my request to the men was to have no profane or obscene language on board, it being very disagreeable to me. The result is I have not during the en-

* Contributed by J. K. Chase, Lowell, Mass.

tire voyage, heard anything of the sort but good order has prevailed.

In conclusion, I would say to your excellent Society, God bless you for your noble work among the men of the sea! The day is coming when the Saviour will say, "Inasmuch as ye did it unto the least of these, ye did unto me."

With many thanks, I am,

Yours fraternally,

JOHN CHISHOLM,

Master schr. Emeline.

NOTE.—The new library No. 4093, acknowledged in the LIFE BOAT for January, 1874, as having been contributed by *S. S., Cong. church, Shelburne, Mass.*, should have been credited to *S. S. class, Cong. church, Sherburne, N. Y., Mrs. C. J. Rexford, teacher.*

"My Captain's Orders."

"How is it I don't seem to hear you speak bad words?" asked an "old salt" of a boy on board a man-of-war.

"Oh, 'cause I don't forget my Captain's orders," answered the boy brightly.

"Captain's orders!" cried the old sailor; "I didn't know he gave any."

"He did," said Jem, "and I keep 'em safe *here*," putting his hand on his breast. "Here they are," said Jem slowly and distinctly: "I say unto you, swear not at all; neither by heaven; for it is God's throne: nor by the earth; for it is his footstool: neither by Jerusalem; for it is the city of the great king. Neither shalt thou swear by thy head, because thou canst not make one hair white or black. But let your communication be, yea, yea; nay, nay: for whatsoever is more than these cometh of evil." Matt. 5: 34-37.

"From the good old log-book, I see," said the sailor. "Ah, yes you've got your orders."

Couldn't Quarrel.

In the depths of a forest there lived two foxes, who never had a cross word with each other. One of them said, one day, in the politest fox language:

"Let's quarrel."

"Very well," said the other, "as you please, dear friend; but how shall we set about it?"

"Oh! it cannot be difficult," said fox number one. "Two-legged people fall out; why should not we?"

So they tried all sorts of ways; but it could not be done, because each would give way.

At last number one fetched two stones. "There," said he, "you say they're yours, and I'll say they're mine, and we will quarrel, and fight, and scratch. Now I'll begin. Those stones are mine."

"Very well," answered the other gently, "you are welcome to them."

"But we shall never quarrel at this rate," cried the other, jumping up and licking his face.

"You old simpleton, don't you know that it takes two to make a quarrel any day?"

Do and Dare.

Dare to think, though others frown:

Dare in words your thoughts express;

Dare to rise, though oft cast down;

Dare the wronged and scorned to bless.

Dare from custom to depart;

Dare the priceless pearl possess;

Dare to wear it next your heart;

Dare, when others curse, to bless.

Dare forsake what you deem wrong;

Dare to walk in wisdom's way;

Dare to give where gifts belong;

Dare God's precepts to obey.

Do what conscience says is right;

Do what reason says is best;

Do with all your mind and might;

Do your duty and be blest.

American Seamen's Friend Society.

R. P. BUCK, *President.*

S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent.*

80 Wall Street, New York.

District Secretaries:

Rev. S. W. HANKS, Cong'l House, Boston.

Rev. H. BEEBE, New Haven, Conn.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, 99 Purchase Street.....	Boston " " "	Capt. Henry & Robert Smith.
PHILADELPHIA, 422 South Front St..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " "	"
HONOLULU, S. I.....	Honolulu " "	Mrs. Crabbe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
334 & 336 Pearl Street.....	Private.....	"
4 Catharine Lane, (colored).....	do.....	G. F. Thompson.
45 Oliver Street.....	do.....	Christ. Bowman.
66 do. do.....	do.....	Charles G. Aufarth.
BOSTON, N. Square, Mariners House..	Boston Seamen's Aid Soc'y.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc.	Edward Kirby.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS
NEW YORK, Catharine, cor. Madison.	New York Port Society...	Rev. E. D. Murphy.
cor. Water and Dover Streets.....	Mission " " "	B. F. Millard.
135 Greenwich Street.....	" " " "	"
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	Robt. J. Walker,
Foot of Hubert Street, N. R.....	" " " "	H. F. Roberts.
Open air Service, Coenties Slip...	" " " "	Isaac Maguire.
Swedish & English, pier 11, N. R.	Methodist.....	O. G. Hedstrom.
Oliver, cor. Henry Street.....	Baptist.....	J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society... }	E. O. Bates.
BUFFALO.....	" " " "	O. Helland.
ALBANY, Montgomery Street.....	Methodist.....	P. G. Cook.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Sea. Friend Society	John Miles.
North Square.....	Boston Port Society.....	S. H. Hayes.
Cor. Commercial and Lewis Sts..	Baptist Bethel Society....	Geo. S. Noyes.
Richmond Street.....	Episcopal.....	H. A. Cooke,
PORTLAND, ME., Fore st. n. Custom H	Portland Sea. Frn'd Soc'y..	J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden St	Prov. Sea. Friend Society..	F. Southworth.
NEWPORT, R. I., 51 Long Wharf...	Individual Effort.....	"
NEW BEDFORD.....	New Bedford Port Society.	C. H. Malcom, D.D.
PHILADELPHIA, c. Front & Union Sts.	Presbyterian.....	J. D. Butler.
Cor. Shippen and Penn Streets...	Methodist.....	Vincent Group.
Catharine Street.....	Episcopal.....	William Major.
Front Street, above Navy Yard...	Baptist.....	W. B. Erben.
BALTIMORE, cor. Alice & Anna Sts..	Seamen's Un. Bethel Soc..	Joseph Perry.
Cor. Light and Lee Streets.....	Baltimore, S. B.....	Francis McCartney
NORFOLK.....	American & Norfolk Sea. }	R. R. Murphy.
	Friend Societies	E. N. Crane.
CHARLESTON, Church, n. Water St..	Amer. Sea. Friend Soc'y...	Wm. B. Yates.
SAVANNAH.....	" " " "	Richard Webb.
MOBILE, Church Street, near Water.	" " " "	"
NEW ORLEANS.....	" " " "	L. H. Pease.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.* CAPT. NATH'L BRIGGS, *Vice President.*
Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.* L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen ; to protect them from imposition and fraud ; to prevent them from becoming a curse to each other and the world ; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It places the library in the fore-castle—the sailors' own apartment. (3) It contemplates a connection between the missionary and the individual who furnishes the instrument with which he works. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted ; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, is 4,400 containing 190,000 volumes. Calculating frequent re-shipments, they have been accessible to probably 190,000 men. Over eight hundred hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 78,000 boarders. This one Institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. Thirty dollars makes a Life-Member ; One Hundred dollars a Life Director. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.